CYCLE NEWS

WEST

Volume XI : Number 8 : March 5, 1974 50¢

Roughest enduro in Arizona / Special Yamaha 250 MX slow-itis cure / Kawasaki 500 Mach III: Have five years mellowed the first of the super-screamers?/7, count 'em, 7 High School MX Clash!/Daytona preview: Look out for the furriners. The winner may not be American . . . again

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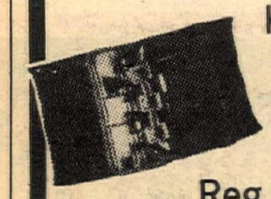

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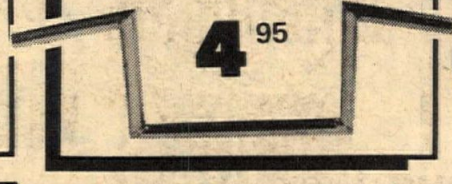

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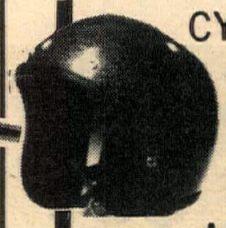

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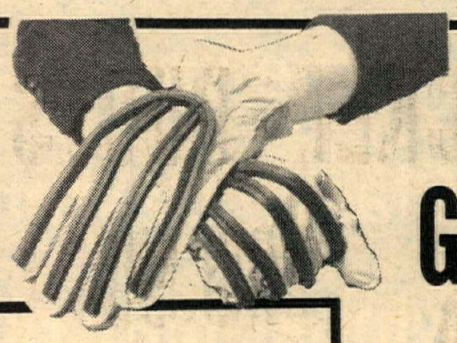

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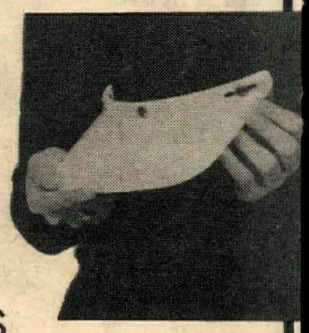

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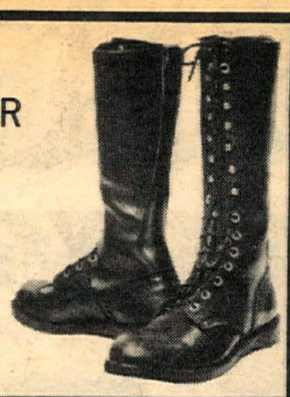

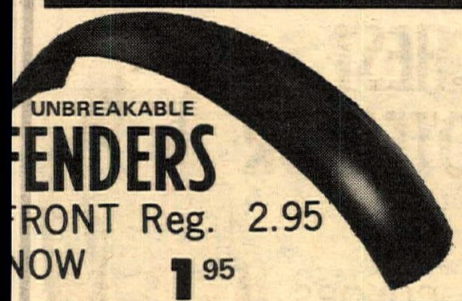

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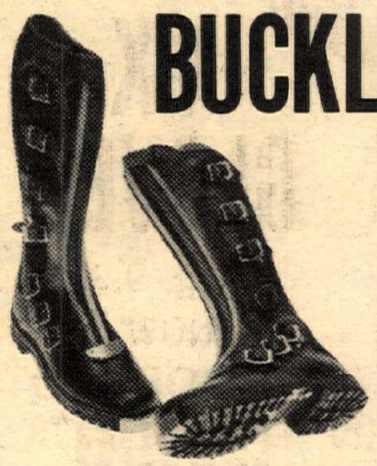

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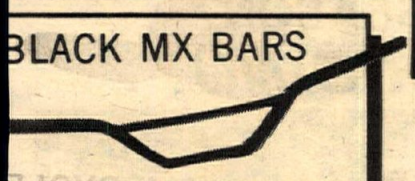
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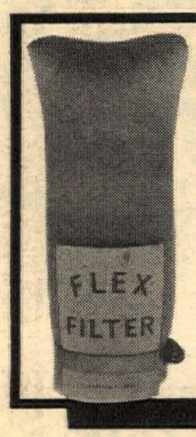

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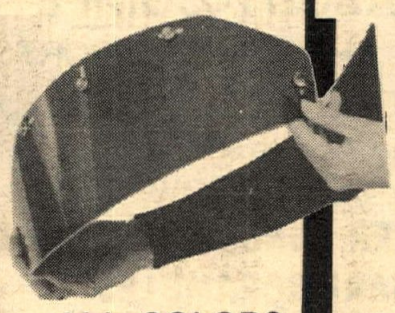
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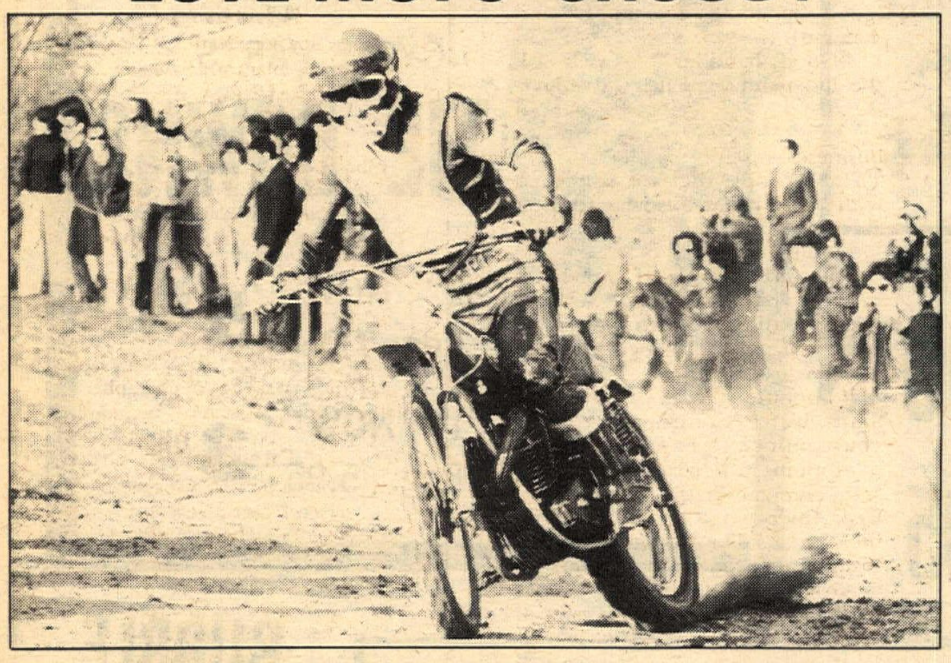


BUT OCCASIONALLY LIKE TO RIDE ENDUROS?

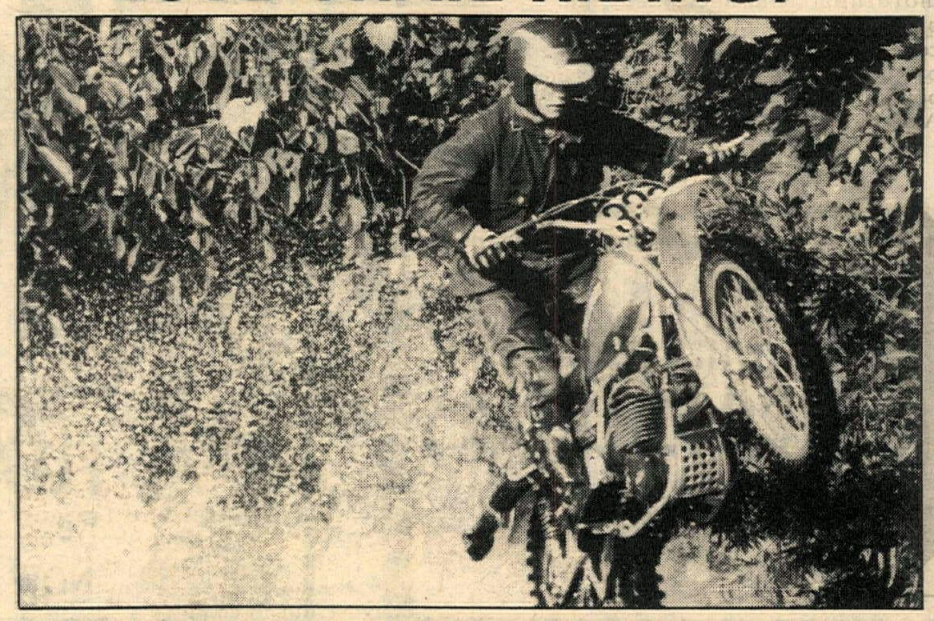
LOVE ENDUROS?

BUT RIDE MOTO-CROSS IN THE SLACK SEASON?

LOVE HARE SCRAMBLES?

BUT RIDE A COUPLE OF ISDT QUALIFIER TRIALS?

LOVE TRAIL RIDING?



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VOICES OF THE WEST

More involvement not less

The attached answer to Mr. Preston Petty's Guest Editorial was written after the appearance of the Jan. 22 issue of Cycle News.

It was not sent to you. It seemed enough to put down the differences (mine) on paper and then forget them. However, the answers published in your latest issue turned me on again.

Cycle News out of politics? Don't you listen! We off-road enthusiasts are losing our collective – es because of politics.

It is becoming difficult to separate business from politics, i.e. Gulf Oil company, while promising under oath to invest windfall profits in domestic oil exploration was negotiating the purchase of the Ringling Bros. Barnum and Bailey Circus and was purchasing large tracts of land for travel parks. Also, they are now buying all the motorhomes they can get. Now that's a good move. Withdraw the fuel, put the motorhome manufacturer out of business. Then buy him out for ten cents on the dollar. And now of course, blame the crisis on international politics. Just a little old fashioned American free enterprise.

The lesson here is, perhaps that we had better get more into politics, not less.

JOHN C. CLAUSEN
Tujunga, Calif.

In friendly disagreement

The following is an attempt to answer Mr. Preston Petty's Guest Editorial.

The seven points listed below are necessarily out of context. They will not do an injustice to Mr. Petty's comments:

1. Ron Schneiders – – "irrational statements" – – (re. the supposed oil crisis)

   The answer to this would be to refer Preston to the current polls regarding the credibility of the White House and the oil "crisis." There sure are a lot of us that have "irrational" thoughts. Also recommended; Read Adam Smith, on page 10, *Newsweek* of January 28, 1974.

   As an afterthought, why not read the entire magazine, and The *Wall Street Journal*, *Christian Science Monitor* and the financial section of any large newspaper except *Pravda*. *Pravda* considers Nixon a benefactor since the Great Grain Deal.

2. "I don't know that the White House is a hell of a lot different from any other division of Government (e.g. EPA, BLM, etc.)"

   You said it Preston, I didn't. But let's both refresh our memories. And you are correct. We off-road motorcycle enthusiasts had a good working relationship with both the Bureau of Land Management and the United States Forest Service until the White House issued Executive Order 11644 early in the election year as a sop for the environmentalists. To quote one government employee "That blew the – – – – –g lid off." As he forecast, ORV enthusiasts have had trouble ever since.

3. "– – – nationalization of the oil industry."

   Be fair Preston. Did you really read Gambit, December 18? As I re-read it, Ron said, "nationalization or public control."

   Nationalization is distasteful to most of us, but what is wrong with some control over so vital a necessity as that which fuels most of our industry and transportation. All of our plastics, and most of our medicines are from petroleum. These and more would in my opinion classify the industry as a public utility. A few large oil companies control the oil from the bottom of the well to the filler of your gas tank. And the manufacture of the plastic that goes into the mold to make Preston Petty fenders. Those are good fenders, Preston. (Free Ad).

4. "Government can't handle their existing tasks properly – – –."

   The United States Government will rarely "handle their existing tasks properly." Who does? Fifty percent is a fair country average in a man's total endeavor. The United States Government is us. So don't opt for perfection unless we want to try dictatorship. We have stayed free to express ourselves in Guest Editorials by muddling along for 200 years this way, so hang in there. Our democracy is an experiment. Experiments generate successes and failures. As long as we learn from both and apply our knowledge it will remain viable. We are, this year, about to experiment with a very loosely defined part of our Constitution, Impeachment. Let's hope we all keep our cool.

5. "Oil Industry – – most efficient – – – least increase in inflation (good handling of supply and demand).

   "Good handling" – well ask the independent dealer – refiner. His answer will curl your Cycolac fenders. He just went out of business.

6. "Those people that are associated with a particular business are best able – – – –."

   You betcha!

   Appoint officials of companies that pollute the air to the Anti-Pollution Control District and you have smog forever. Appoint officials of companies that pollute the waters to the State Water Control Board and you continue to have dirty water.

   Appoint officials of the largest grain company to the United States Department of Agriculture and they use inside information to buy grain from American farmers at bargain prices (about $1.00 per bushel) and resell it to Russia at $1.50 or more. The inside information was that Russia had suffered tremendous crop failures.

   Preston, much of your editorial struck me as negative towards your government and positive towards business. Why not judge both by fair standards. Neither is all good or all bad. Both are a reflection of us. It is difficult not to recall a young CPA telling me, "You know, I have found that most all businessmen try to load their business expense with items that are inappropriate."

In Friendly Disagreement
JOHN C. CLAUSEN

In memoriam

I have read your article on the 1974 Moose Run and would like to offer some comments. This fine old fashioned hare and hound came into being as a result of a very sad incident. I believe that it was in either the 1949 or 1950 Big Bear Run that Mason (Moose) Page received injuries that were to prove fatal. He was a member of both the Four Aces and the Southern California Motorcycle clubs, and was a favorite of everyone. Like many others in those days, Moose did not wear a crash helmet. He was a tough competitor but a very happy one. I can still see him on his big thumper, hair flying in the wind and singing at the top of his voice. On that fateful day he got off hard, hitting his head on a rock. The Four Aces organized the first Moose Run several weeks later with the proceeds to go to his benifit. When we arrived at the finish line we were told that Moose had passed away.

The purpose of this letter is to remind today's crop of racers that as long as the Moose Run is held it will be a living memorial to the Moose Pages of our sport.

BILL MARTIN
Baja, Mexico

Broken thanks

I'd like to thank all the people at Escape Country on the MX track who helped me with my broken leg (bummer). High School Motocross sounds great and I sure hope we get it here at Los Alamitos High School. Keep up the good work and may the Bird of Paradise p--- on Hazlewood.

BRIAN HOFFMAN
E.C.R.A. 60x
Los Alamitos, Calif.

INTERNAL SPECS

Desert: Sandlbasters' Hare Scrambles 7
Worth the gas pains
Motocross: High School MX
All the army could do was race
Daytona Preview 15
As American as Mussel Pizza with Rice Tea
Enduro: Arizona's Mowry Mtn. 16
It not only looked tough, it was
Test: Kawasaki 500 MACH III 24
Better but it's still a mystery
Technical: Hotter Yamaha. 30
Holes equal horsepower
Personality: Dolly Hayes. .36
A rose among thorns
Results 34
Calendar 37

COVER: H.S. MX – Night confusion captured by Buzz Baty.

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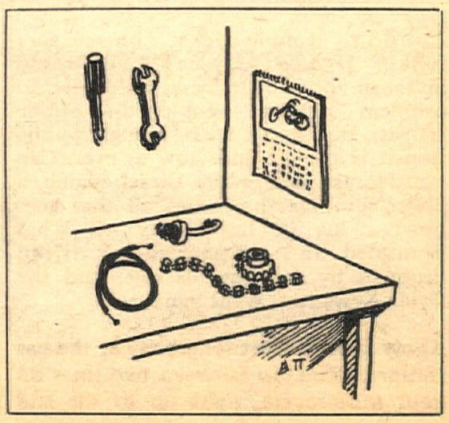


THE LATEST POOP BY PAPA WEALEY

Before you sit back and accept the programmed inevitable, i.e. "voluntary" gas rationing (like in Oregon), be aware that according to un-Official Official statements the program has failed. Gas station lines are back and longer than ever. Oregon made no exemption for motorcycles in the program and there is now a noticeable absence of bikes from those long lines. One conclusion being that bikers are having to store gas to get them by the off days. Now is the time to mobilize, legislators are the employees of the people. Nothing will be done about the rationing programs unless you do it.

The Safety Helmet Council of America has begun developing standards for bicycle crash helmets. "Members of the SHCA have been leaders in the development of headgear for motorcycle riders," states R.G. Babbitt, President of the helmet manufacturers council, "and we are going to do the same for bicycle riders."

Emission standards for motorcycles demanded by the Environmental Protection Agency exclude cycles under 50cc. It looks like the mo-ped lobbyists have done their job well.

While everybody is panic-buying in the L.A. metropolitan area, word keeps filtering back of good gas availability in the remote areas, where stations still have quite a bit left of their allotments. The Chaparrals have determined that gas *will* be available in and north of 29 Palms the weekend of their enduro March 3. Papa just had a thought . . . you guys promoting desert events would do well to line up available gas nearby, and *announce it in your calendar item.* You do send calendar items, don't you?

AT LAST, THE SECRET IS OUT!!!! The much sought-after Motorcycle Blue Book, full of soon-to-be-obsolete used motorcycle prices, is available from Hap Jones Distributing for $2. Did you know Monark makes a 250cc Mongoose Motocross? Or that a Penton Berkshire Motocross displaces 1001cc? Papa didn't either, but it's right there in black and white.

London double-decker busses are funky! If Los Angeles' RTD would invest in about 50 of 'em, we'd have no problem getting people on public transit, and that's even though public transit is cranky and slow as ever. Can you feature that cobby Diesel engine, a pre-selector gearbox, and all that gear howl . . . luv it, luv it, luv it!! What prompted this outpouring? A friend dropped by to show us one, and the Cycle News staff went bananas!

Know how to beat long lines at the gas stations? Ride up between two lines on your motorcycle, right up to the end pump on the island. While the turkey on the left is fumbling with his change, and the turkey on the right is fumbling with his car keys, you pump in 66¢ worth of premium, hand the attendant the exact change, and split. Save a big toothy grin for the guy in the Cadillac whose cooling system just blew 'cause it wouldn't handle the air conditioner load at an idle. Some days, it feels so fine to be a motorcyclist!

The new Harley will be a 52 inch model. 850cc is not 60 cubic inches, as Papa drunkenly assumed last week. Oh, and don't tell anybody — it's top secret.

This masterful all-purpose example of enduro course marking was encountered during Arizona's Mowry Mtn. 100. To see how the rest of the course went, read P. 16. We still can't figure out what to do . . . except stop.

If you buy a California Green Stickie now, you'll get two months free registration. Instead of being good for 24 months, it will be good for 26 months. Why? It's a special deal the Department of Parks and Recreation is working on to help sell the little turkeys. You'll have to buy one before July first anyway, so you might as well get it now.

Pig Man predicts that as soon as the American public is used to paying 60 cents a gallon for gasoline we will suddenly all be able to look back with a laugh at the days when we actually had to wait in line for gasoline in California.

The world's worst horn award goes to the DKW 125 enduro for their AC wonder. That world's best horn award goes to the Peterbuilt rig that lives down the street from Papa.

FREE GASOLINE — If your motor coughs and you've been on reserve for the last 24.6 miles and all four gas stations at every crossroad are closed it might be useful to remember that there is usually a penny's worth of firewater in each dormant hose on the gasoline pumps. Just pull into a "Sorry No Gas," insert each nozzle in turn into your tank and squeeze the handle like you know what you are doing. Lifting the hose above nozzle level gets you the last drop. Don't tell anybody you saw it in Cycle News.

A 100 Lap AMA Regional TT will take place March 24 at Ascot, with Novice and Qualifier runs scheduled for the evening of March 23. There is talk of an Invitational Junior event to be scheduled along with the Regional, as of now however it is still only talk.

Would the 'responsible' individual that ripped off the start banner at last week's Soboba GP please return it? The sign was loaned to the sponsors by the Torco Co., and the Soboba Youth Foundation is liable for it. Please contact Larry Maddox (714) 925-2607, if you have any information.

One thing the conservationists say often is that riding your motorcycle in the desert breaks down the very thin "crust" or "desert pavement" over the sand. It takes up to twenty years for the crust to reform, they say, if it reforms at all. In the meantime, the desert turns into a dust bowl. Wrong! The recent freeze-thaw combination caused by the snow that hit the high desert has restored the desert pavement in the area. Anyone can drive out to California City near the BLM Tortoise Preserve and see for themselves.

Speaking of the Tortoise preserve, the signs announcing the area is closed to riding make great strecher poles, Larry Langley tells us. He also says they (URA) put them back after using them to transport out an injured rider during the Moose Run.

Mike Thatcher of Walnut High School in Walnut, California and his high school buddies are putting on a high school motocross at Irwindale Raceway near the end of May. They're ready to take on any school around, (They especially want to battle Arcadia.) and would really like to do it with five or six other schools. The tenth grader promises cheerleaders that actually cheer, the school band, a bunch of hot shoes on exotic machinery for half-time, and all the trimmings. Interested challengers can reach Mike at 714/595-3593.

Don't forget to go to the Sierra Club Desert Symposium and make sure they know how you feel about your desert. Here's your big chance to speak directly to the conservationists. It's going to be held March 9, in Room 133 of Founder's Hall, USC, Los Angeles, California, beginning at 8:30 a.m. Admission is free.

PETER LAMPPU really was on a box stock Montesa VR 250 when he won the WinterAMA opener in Florida. He's looking forward, no doubt, to getting a works bike soon. The main difference will be shocks with increased travel. Not at the axle — longer shafts will do the same thing.

What with the space limitations for tests in a weekly newspaper, and the verbosity of the long-winded writer, some potentially interesting details were left out of the recent 400-450 Maico tests. Like the points are externally mounted now so it's a whole bunch easier to time the muthas and the fact that Maicos are the only undersquare two-stroke motocrossers (More stroke than bore, Cornfed.) out on the tracks these days which accounts, in some measure, for their considerable thumper-like grunt at low RPM.

The oil storage tanks in the San Pedro tank farms near the port of Los Angeles are bulging full — the flexible tops completely distended. There are still tankers off-shore that don't have any place to unload their petroleum cargos. Papa ran out of gas riding a 45 MPG motysickle because he couldn't find an open station all day on a weekday. Who's been had?

HOW FAST IS THE TZ750A? REALLY? Yamaha apparently intends to find out with a bid to break Mike Hailwood's 10-year old one hour motorcycle speed record. Hailwood set it at 144.82 MPH on an MV. Either Don Castro or Gene Romero (probably Gene) is scheduled to ride a specially tuned watercooled four on the Daytona tri-oval. Over 120 HP can be had from the Yamaha by sacrificing some of the flexible powerband. Chicano power!

French Canadian Yvon DuHamel will contest the 500cc class at the World Championship French Grand Prix at Clermont-Ferrand. Can "Superflong" and the H-1RA beat Agostini and Company? A lot of people say "Yes." Yvon might do the whole World Championship circuit in 1975.

That was Chaffey High School, not Tracy High School that is giving cheerleaders to the winners of the four-school MX near Ontario next month.

A Z-2 is a 750. A Z-1 is a 900. A Z-2 is a 750. A Z-1 is a 900. A Z-2 is a 750. A Z-1 is a 900 . . . (etc., for 500 times).

Rocket Rex Staten has finally gotten what he deserved — a factory ride. He has signed to ride a Honda 400 in the Trans-AMA this season, and may be campaigning a Honda 250 in the Inter-AMA.

SEXIST ONCE MORE: We got a note from the Ken Roberts Racing Club people. Seems they saw our mention of the incredibly beautiful Avon Tire Calendar (Worth four bucks, selling for only three from Hap Jones.), and want a plug for their Calendar. Well, theirs has pictures of Kenny on it, and is nicely done. They only want $1.95 for it at Yamaha dealers, but gosh, guys, it just isn't the same. There just aren't any naked nubile ladies on it. Kenny's a nice guy, but how can he compete with peaches?

CRC is going to give TT Scrambles a try at a new track now under construction at Valley Cycle Park.

For those of you who have been trying to reach Ned McNabb, Dean of Faculty at Serra High School, concerning High School MX information, try this other address and phone number: Ned McNabb, Junipero Serra High School, 14830 S. Van Ness Ave., Gardena, CA 90249, 213/324-6675 or 213/321-0377.

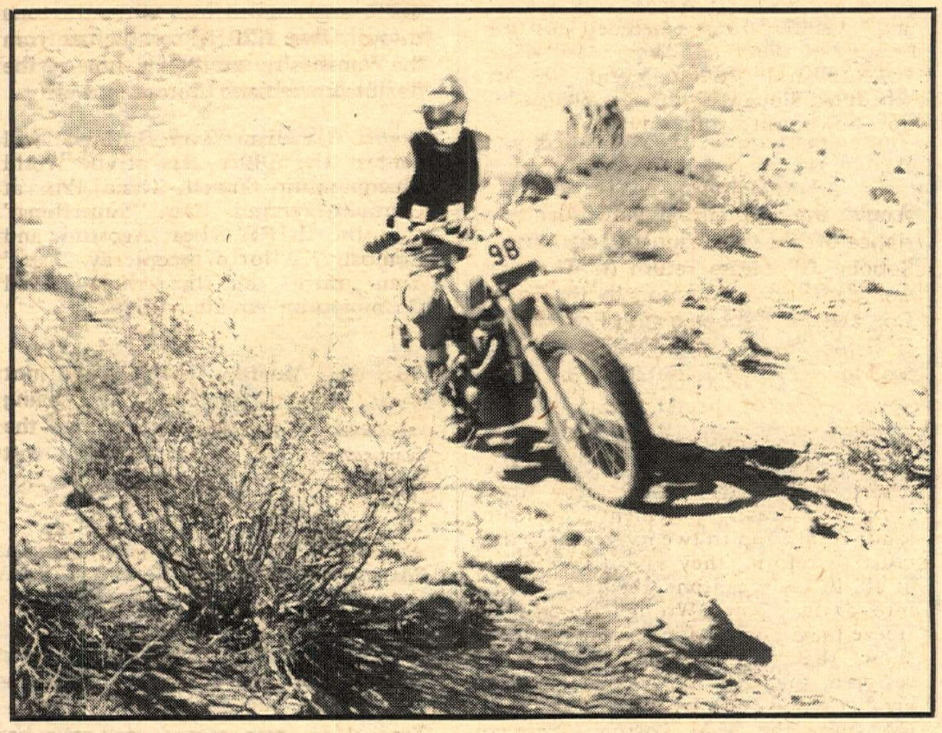
There will be no Speedway races at Daytona. They were cancelled because the Speedway promoters were afraid that the "energy crisis" would make it hard for the riders to get back to California in time for the International Champion's Challenge Series the following week. Maybe next year . . .

We hear that Roger DeCoster, the World Champion hisself, is satisfied with the start money and has sent in his entry for the Astrodome Invitational Motocross sponsored by Yamaha in Houston (Where the Astrodome is. Handy.) We'll bet Roger rides a works Suzuki no matter who's sponsoring it. How will he adjust to motocross as an indoor sport? Like to see that one.

Desert Ace Mark Adent will be riding a Gringo motorcycle in the future. The Takahashi Yamaha sponsored bike has a Yamaha powerplant and an American trans.

Due to a not unusual combination of circumstances, Papa commuted down to the CN offices and back the other day on a Norton, a Honda, and Yamaha. Total gas consumption: slightly less than one gallon. Everybody should be so lucky. The blue-rinsed little old lady in the Cadillac sure looked at him funny, though. Ridin' all those bikes was tricky with only two hands and feet.

Easy, fast and fun



Steve Staats smoked in for second Open Expert on a Honda 350 four valver.

By Jim Stewart

Photos by Larry Langley

Results by Sue Phillips

RED MOUNTAIN, CAL., FEB. 24

It was a perfect weekend for racing with a warm 70 degrees, a light breeze, a short, fast, and fun course. Once out of the smog

ridden city, it was easy enough to find gas, and most agreed that the hassle in finding gas to get out of the city was worth the trouble.

The only complaints I heard about the race were from riders who found one of the unmarked bike-and-rider-eating holes and also about the fact that the banner was up all the time, (dropping only when the race started), thus not giving the starters any warning at all.

At the bomb it was a fight between A.C., Brooks, Adent, and Dave Laprik for the lead. Several riders ended their day's racing at the smoke bomb, hitting the paved road crossing pegged in fifth.

Into the pits on the first loop, it was Jim Wotring with a tremendous lead over former Baja teammates, Mark Adent and Tom Brooks, who were really battling it out. Mark was riding a borrowed 250 Penton because his new sponsor didn't get his new bike yet, (a Gringo), while Brooks seemed to have finally worked the bugs out of his Honda. But neither Brooks' Honda nor Wotring's Bul could keep away from hard charging Adent as he powered to the finish line for his second-in-a-row Overall win.

Brooks' bike seemed to have gone a little sour on the second loop, but he still finished second Overall and did the same in the 250 class. The 250 Expert class this year has to be the most competitive class as proved this weekend, with fifteen of the top twenty overall riders being mounted on two and a halfs.

Jim Wotring kept up his consistency record of finishing in the top four every weekend since the start of the '74 District-37 desert racing season by taking a third Overall and the same in his class. Cordis Brooks, trying the 250 class this weekend, and Wayne Cooke finished fourth and sixth Overall, fourth and fifth 250s.

Sandwiched between these two 250s was A.C. Bakken for fifth Overall and yet another 400 Expert win. A.C. was the only 400 in the top ten, with Steve Staats holding on to a 350 Honda for second in behind Bakken, way down at thirteenth Overall.

Benny Padilla, Ron Marx, Dave Laprik, (now riding a Penton), Jeff Kirk, the returning Jimmy Brown, and Steve Holladay filled in the overall positions between seventh and twelfth.

Mike Caudillo, after riding his 360 Pursang for the first time last weekend and getting a third Overall, decided he might try it again. Though following suit with the other 400 Experts and finishing back in the Overall positions at eighteenth, he still got third Open Expert.

Finishing just ahead of the third Open Expert was the first Amateur, Bill Becker on a 250 Elsinore. Bill has been having the same luck as Tom Brooks has been having since the beginning of the year on his Honda, put it all together on his birthday Sunday to take first overall Amateur, first 250 Amateur, and seventeenth Overall. He had such a lead that he had time after his finish to ride back to his pits and watch the next Amateur, Desert Knight J.B. Wise, finish for first Open Amateur.

With Ballentine finally being kicked out of the Amateur class for not riding like one, he gave the other Open Amateurs a chance to move up a notch in their class finishing positions. Allen May was leading the charge through the first loop but let Becker and Wise slip past him and had to settle for third Amateur, second Open. Following closely was N. Nichols and K. Pierce. All three riders, May, Nichols, and Pierce, finished within one place of each other, with the only out-of-class rider in this bunch being another Amateur (only on a 250) Skip Bartha, who drafted the big 400 for second 250 Amateur.

The first 175 didn't arrive at the finish until twenty-third Overall. This was number 5c Bill Friant, who looks to be riding for his old number one plate back. Ten riders later Invader Ron Holst came screaming across the finish for second. It was a hot battle in this class as three Overall positions after Ron came Jeff Jeffries for a well earned third. Six places later it was Bob Romine for fourth. Romine has been trying his hand in this class the last couple of weeks and seems to do better in the Open class. Maybe he isn't used to riding in the dust as most 175 Experts have to, even if they're one of the top riders in their class. There was plenty of vision hindering dust again this weekend.

Tim Bowman was the first Division II Amateur through the pits on the first loop, but lost the lead to Mark Barnes on the second loop. Bowman still got a second, while Jeff Kaplan of the Sand Sailors, a regular top finisher in this class, got third.

Gary Conner was top rider in the Trail Expert class, which this year has yet to be dominated by any one single rider. Dennis Cammell rode in the dust for second, while Four Aces president Terry Raye took the third spot.

Robbie Zamora got himself another first Trail Amateur, ahead of his fellow Trail Amateur rider Marc Cartwright. Zamora and Cartwright have had several class battles together, and while they were riding it out Mark Miller and Rusty Sanderson were doing the same for third and fourth with Miller coming out on top for third, forcing Rusty to settle for fourth.

Dwayne Carter, who won the Novice class Overall in the Moose Run, came back to the desert and did it again this weekend. 350 Hondas are becoming ever more present in the desert, as Dwayne was riding one, as was Evert Kemrenaar, who got fourth Open Novice. Bob Holder, better known as Meatball, finally got his stuff together and ran a strong second behind Carter the whole race. Other riders who kept the throttle open a little longer than their fellow 400 Novices included William Travis for third, Gary Spencer (who looked like he was out for a trail ride for fifth) and Jaime Stormes who rode most of the race with a front flat which caused him to drop from fourth to sixth Open Novice.

Dave Hinson just started riding District races this year and looks be be Amateur material as he beat out all of the other 250 Novices for first. This is only Dave's second finish, (as before he didn't have a big tank on his Elsinore and was constantly running out of gas), and his other finish was so far back he didn't even get a point. This is just the opposite with Ronnie Donahue, who has gotten a first before, but this week got out ridden by a new comer and was forced to settle for second. Ronnie Markegard, Ken Jordan, and Larry Conner were the next three 250 green stripes to reach the checkered.

Mark Adent dusted the 250 Experts on a borrowed Penton.

Number 166c Andy Klein seems to have gotten first Lightweight II Novice ahead of Mike Larier, while in the Trial class Dino Leon got his third win this year and finished an incredible twentieth Overall Novice, which would be a good finish for a 250. David Bowman again followed in Dino's Penton tracks for second, while Jeroma Patridge did the same to Bowman.

All in all, every one who finished the Sandblaster's race thought it was the easiest race so far this year. Compared to the long ones they've been throwing at us lately, just the fact that the loops were only 32 miles long was welcome in itself. If any one club would agree it would be the Rovers, who had three class wins this weekend and several top five finishers. Remember to get your gas early during the week for the next District race. It's worth the hassle. ●

Results

400 Ex: 1. A.C. Bakken; 2. Steve Staats; 3. Mike Caudillo; 4. Jim Sumners; 5. Steve Kirk.

400 Am: 1. J.B. Wise; 2. A. May; 3. N. Nichols; 4. K. Pierce; 5. S. Knapp.

400 Nov: 1. Dwayne Carter; 2. Bob Holder; 3. W. Travis; 4. Evert Kemrnaar; 5. Gary Spencer; 6. Jaime Stormes.

250 Ex: 1. Mark Adent; 2. Tom Brooks; 3. Jim Wotring; 4. Cordis Brooks; 5. Wayne Cook; 56. Benny Padilla; 7. Ron Marx; 8. Dave Laprik; 9. Jeff Kirk; 10. Jimmy Brown.

250 Am: 1. Bill Becker; 2. Skip Bartha; 3. Tim Ralph; 4. 987x; 5. Ron Pinion.

250 Nov: 1. Dave Hinson; 2. Ronnie Donahue; 3. Ronnie Markegard; 4. Ken Jordan; 5. Larry Conner.

175 Ex: 1. Bill Friant; 2. Ron Holst; 3. Jeff Jeffries; 4. Bob Romine; 5. Wayne Lee.

175 Am: 1. Mark Barnes; 2. Tim Bowman; 3. Jeff Kaplan; 4. Randy Devonshire; 5. Doug Bridges.

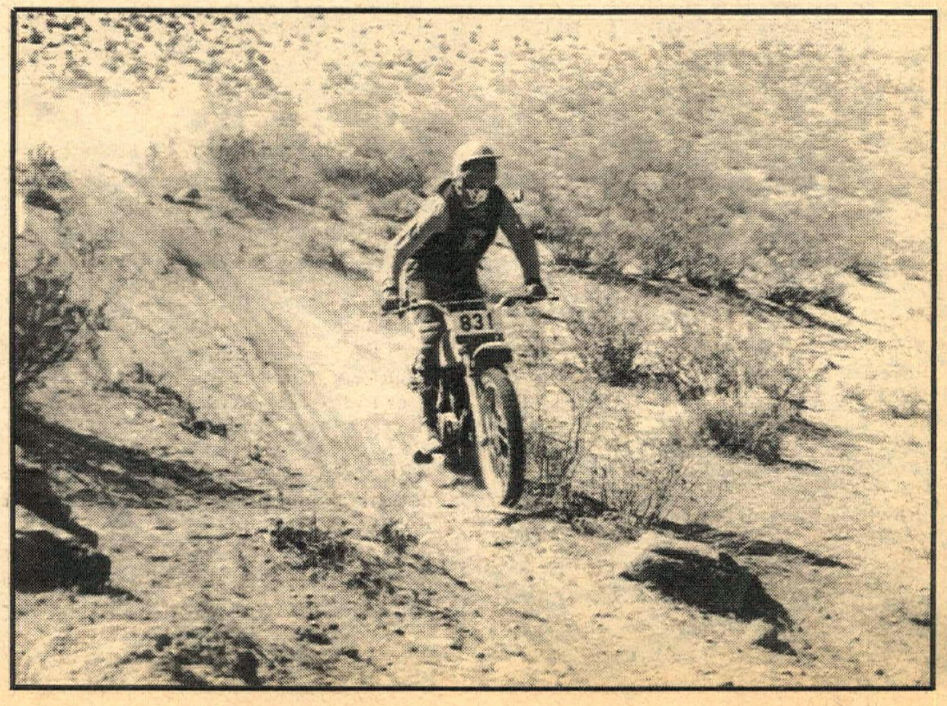
175 Nov: 1. Andy Klein; 2. Mike Larier.

100 Ex: 1. Gary Conner; 2. Dennis Scammell; 3. Terry Raye.

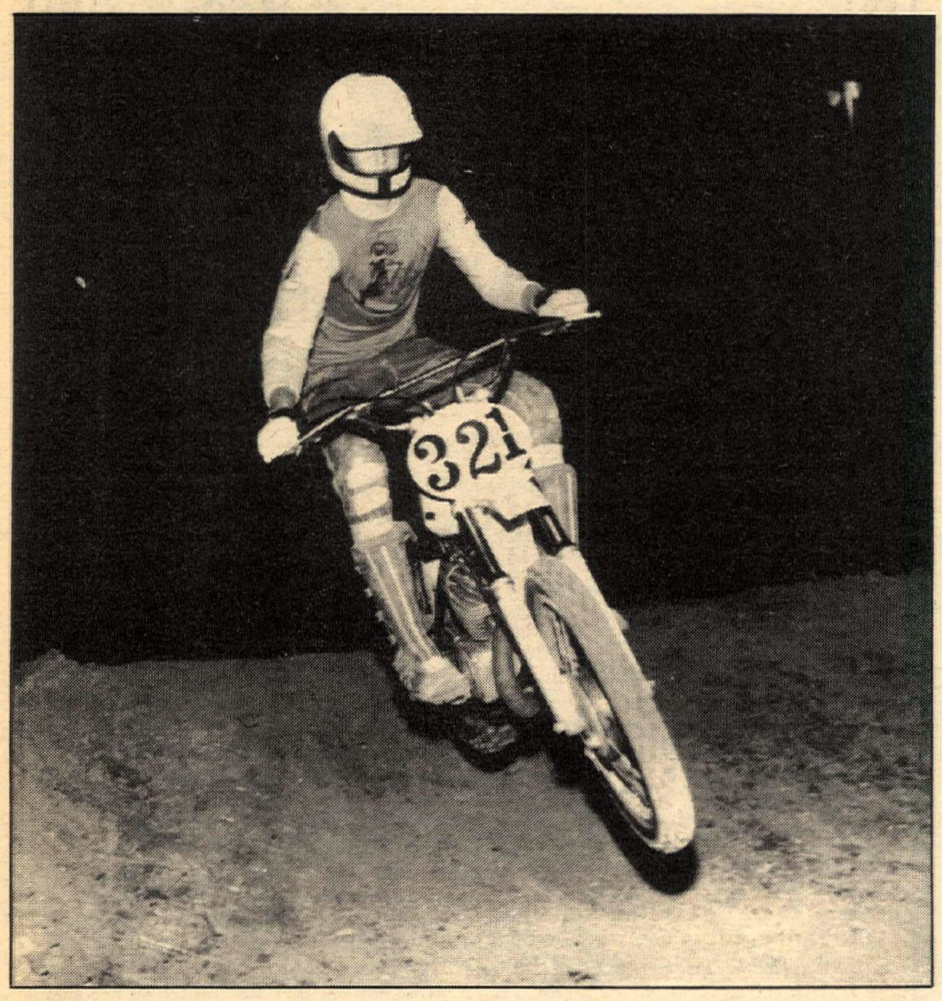
100 Am: 1. Robbie Zamora; 2. Mark Cartwright; 3. Mark Miller; 4. Rusty Sanderson; 5. Curt Randoll.

100 Nov: 1. Dino Leon; 2. David Bowman; 3. Jerome Patridge.

250 Novice winner Dave Hinson starts to dodge a big rock on the second loop.



Too many generals: The biggest wasn't the best



Greg Sokol finished first in 250/Open, third in 125 in Rancho's best performance all night.

By John Ulrich

Photos by Buzz Baty/Creative Images, Tom Corley and Ulrich

IRVINE, CAL., FEB. 23

It was right after we ran the "How to Promote Your Own High School MX" feature that the call came in. The voice on the other end of the line dropped a dream right into our ear canal: The City of Garden Grove Division of Recreation and the Garden Grove Unified School District were co-sponsoring a seven high school interscholastic motocross at Orange County International Raceway. Riders would be competing for individual plaques as well as team points for their schools. The highest ranked of the seven schools (Bolsa Grande, Garden Grove, La Quinta, Los Amigos, Pacifica, Rancho, and Santiago) was to receive a giant perpetual trophy. It sounded great.

But no matter how fine it sounded or looked on the pre-race publicity posters, tonight it didn't turn out the way everyone wanted. The City of Garden Grove, the 120 racers, a lot of parents, and Cycle News wanted it to work out fine, dazzle non-believers in high school motocross, wow the spectators, and set a new trend in high school sports spectaculars. It didn't. Vic Wilson, owner of the OCIR track, wanted it to serve as a test of spectator appeal for high school motocross. (He wants to set up a CIF-type league and pit local high schools against each other in the near future.) It did, and high school motocross at OCIR is here to stay.

It's a shame that the initial program was blown. In spite of several months of planning, the Garden Grove Division of Recreation learned the hard way that there's more to running an MX than saying you're going to do it.

The American Motocross Club (AMC) was called in at the last moment to handle the mechanics of scoring the race, but it was too little too late. The blatant lack of organization fouled up the show.

The deck was stacked against a smooth race program from the start. One school didn't announce to the students that the race was even going to be held until the night before, and then scheduled a dance for the same night in spite of having known for over a month that the race was coming up.

No numbers were assigned until the racers signed in. The city had compiled a rider's roster, but left the numbers blank for unknown reasons.

The bizarre and close-to-unintelligible elimination system left over from the defunct Pro Bowl got in the way all the time. Instead of running motos like everybody is used to, this incredibly confusing system runs a series of heats, last chance motos, semi mains, consolations, and mains. It just wasn't needed for only 120 riders. It could in theory work, but only if everyone understood how it worked. There were no programs explaining the system, no rider information explaining the system, and mass confusion reigned. The announcer tried to clear it up a little, but it was improbable that more than a handful of the over 2000 spectators present knew what was happening. Nobody standing around knew which race was running at a given time, and racers kept asking, "What race am I in? When does it start? How does this crazy thing work?"

Many of the spectators had never been to a motocross before, and those surveyed liked it better than football despite the fact that they didn't know what was going on.

Unfortunately, some of the football game mentality that brings stoned kids and fistfights to any CIF clash also surfaced at this race. Turkeys lining the fence between the OCIR MX track and the OCIR drag strip were tossing bottles on dragsters shutting down after running through the lights. Over-reacting security people started hassling anyone they didn't like the looks of. They evicted veteran photographer Buzz Baty with his Hasselblad from the infield while leaving kids with Instamatics alone, and threateningly pointed flags like daggers at the unidentifiable-but-probably-bad person maliciously taking notes while wearing a Cycle News jacket during the race. *(Damn hippies . . . Ed.)*

There were real tootsies, the kind you go to dumb football games to meet. And this time you didn't have to watch all those weird dudes run into each other while chasing an inflated pig bladder.

Racers threw dirt clods at the stands during the riders' presentation, and spectators razzed slower riders even if bike troubles had slowed them.

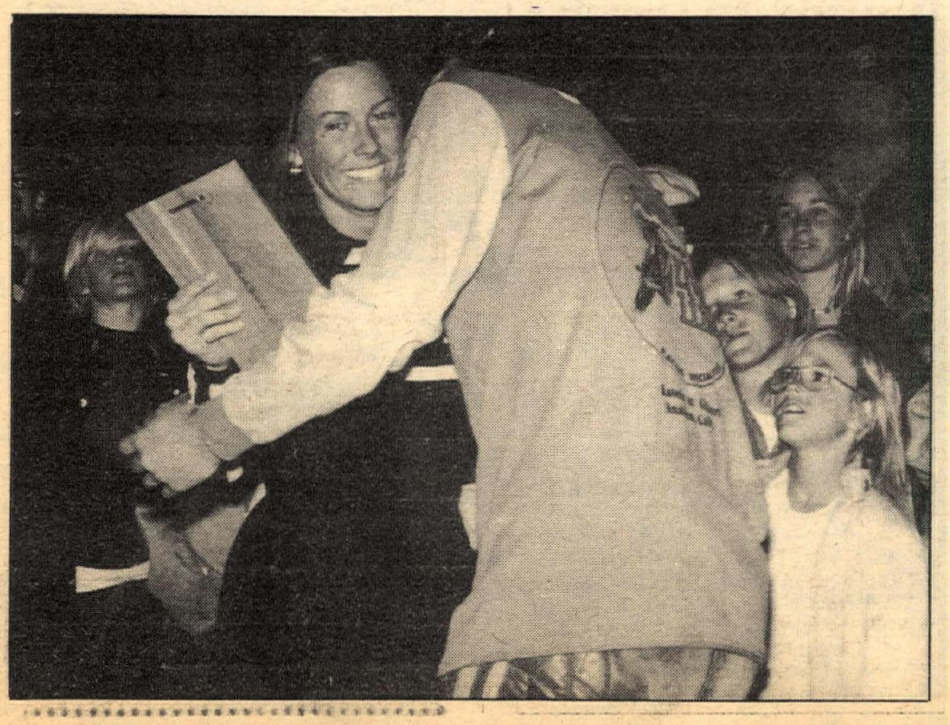
One dude wandered in from somewhere, picked up an official clip board and rider's list, and started telling racers when they were to be on the line. No one questioned him because they thought he worked for either AMC, OCIR, the City of Garden Grove, or the school district. Trouble was, he didn't work for any of those, and he assigned a bunch of racers to wrong races because he didn't know what he was doing (or else was a trained espionage agent). Four races had to be re-run, the whole night started going downhill, and spectators started flocking away from their first motocross in chilled droves.

The advice of AMC people was brushed aside as the government people tried to pull it back together. They decided to give out awards after each class finished! It was incredible.

All the time, the racing was for real. Usually the dices centered in the middle of the pack. With no skill levels defined (and all racers lumped by bike size only) one or two guys usually smoked away from the pack in each race.

Santiago High School won it overall with 131 points. Miss Garden Grove (Robin Roberts) handed out the plaques, even though her school

Robin Roberts (Miss Garden Grove) checks out the camera as an unidentified racer tries in vain to check her teeth out. Little boogers look on in amazement. "What are they doin'?" "I don't know, but it looks Yecchy!"



Tom Leffler (Rancho) and Tony Moceri (La Quinta) were this close lap after lap in the first Mini/100 race.

(Rancho) didn't win. On-The-Line Racing Specialties handed out MX gloves to the main winners.

It was the biggest contest of its kind, and perhaps the best high school sports concept ever conceived. If the organizers had assigned one knowledgeable person to make all the decisions and have final control, it would have been fantastic. They didn't. If they had handed their package of ideas over to one experienced motocross organization, it would have been terrific. It wasn't.

But if they only do it right next time, it will be. •

Results
By Tom Corley

MINI-100: 1. Pat Hawley (Garden Grove). 2. Don Tortorelli (Bolsa Grande). 3. Tony Moceri (La Quinta). 4. Bill Scott (Rancho). 5. Ed Castro (Rancho).

125: 1. Joe Rumney (La Quinta). 2. Gary Faulks (Pacifica). 3. Greg Sokol (Rancho). 4. Shane Hawley (Garden Grove). 5. Phil Tignor (Pacifica).

250-OPEN: 1. Greg Sokol (Rancho). 2. Randy Blevins (Santiago). 3. Rod Sexton (Santiago). 4. Scott Miller (Garden Grove). 5. Doug Silverstein (Rancho).

High School MX– a bit one-sided.

By John Bethea

IRWINDALE, CAL., FEB. 14

Check any recipe for a High School MX and you'll see that one of the key ingredients is enthusiasm among the participants. When that menu is put up on the board for the first ever high school motocross – interscholastic style – at a permanent professional racing facility, and one of the two participants is left a bit lacking, only one result can be obtained: wipe-out.

Such was the case in the first HS MX ever staged at a pro factility in the Americas. You may label it "Massacre." Since it happened on Valentines Day, it only made matters worse.

San Marino HS apparently got sucked in by a "hustler" named Mike Follmer. Mike comes from Arcadia High, is a CMC Intermediate ranked rider, and a young man of immense vocal persuasiveness. He literally conned San Marino into the mis-match. Sure, SM had Kelly Bautista on its side, but he was about all. The entire thing was Follmer's idea, and he began stacking the deck from the time he printed it. But, he *was* aided.

Steve Evans, the GM of Irwindale Raceway, rubbed the palms of his hands together when Mike first approached him with the endeavor. Steve, it seems, had already been planning such a head-on meeting between schools on a regular basis later in the year, but this seemed the perfect "trial run." A slap on the back gave Follmer the go-ahead and Steve chipped in.

Evans got Coca-Cola to leave seven cases of Coke for class winners; Pennzoil to applaud the whole affair with gobs of motor oil; he smiled when Don Glasgow of PMC came through with seven PMC plastic tanks, then showed his teeth when Don added 21 sets of number plates. "Don's a neat guy," said Steve afterwards.

Mike Follmer from Arcadia High School wheeled, dealed and reeled in cross-town rival San Marino High for an interscholastic motocross at Irwindale. He rubbed salt in the wounds by winning the 250 class. Photo by Buzzzz.

Already, Kawasaki Motor Co. had been presented with the gem, the perfect means of some steadfast PR, and they came through with what should be a perpetual trophy. Mike Bown, the stands-man, added his share of six-down glory with winners' trophies for each of the seven class winners.

Meanwhile, Follmer was running about saying, "Everything's cool."

Come the day of the event, though, it wasn't. Chuck Murray, the CMC head-honcho at Ascot Park who happened to be on hand to watch, was called upon to flag. (Since he's the guy who does it for many AMA Nationals on the West Coast, why not?) Kelvin Franks, CMC VP, found he had to rent the scoring booth for nothin', but did it in the spirit of things and scored, as did Jackie Murray. All this, perhaps, because Mike Follmer was scheming.

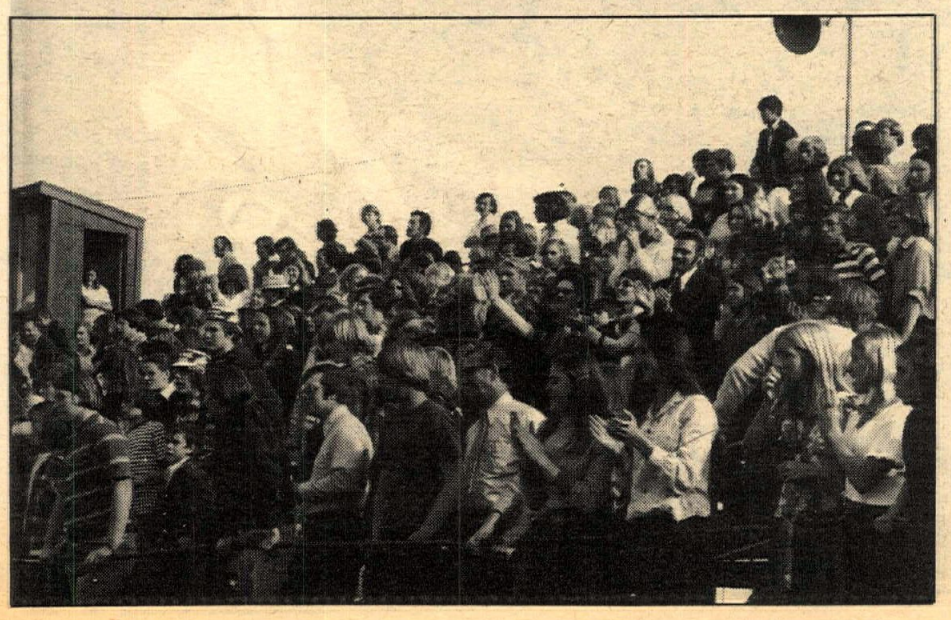
The outcome of this whole extravaganza?

Acradia, in seven races, had seven firsts, six seconds and five thirds. Follmer should be arrested for unfair practices.

"Glad you came," he snickered when it was all over.

But, San Marino got the last laugh. Arcadia's cheerleaders, despite what the movie says, chickened out at the trophy presentation. The SM lasses wound up saving the show at the brass time, and even Follmer, 250 winner, got his licks. The only thing Arcadia had stacked was the deck. . .thanks to Folmer. . . •

The stands were packed, the fans (most of them, any how) loved it all. Buzzy Photo.



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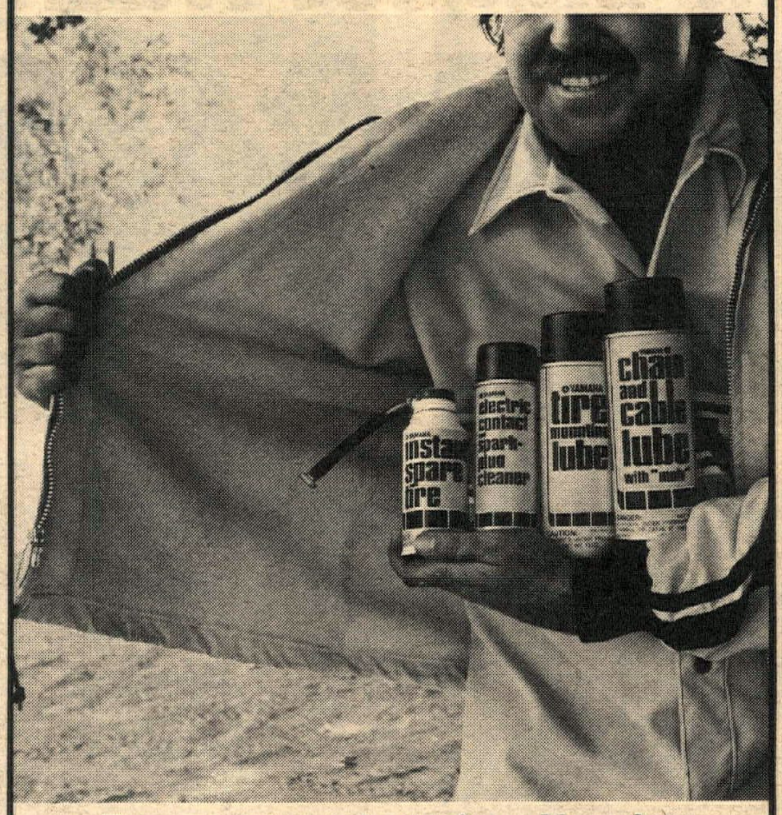

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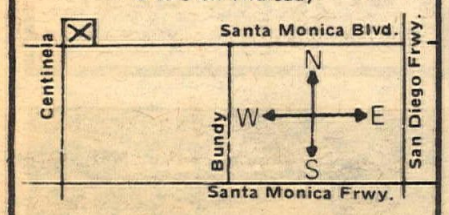

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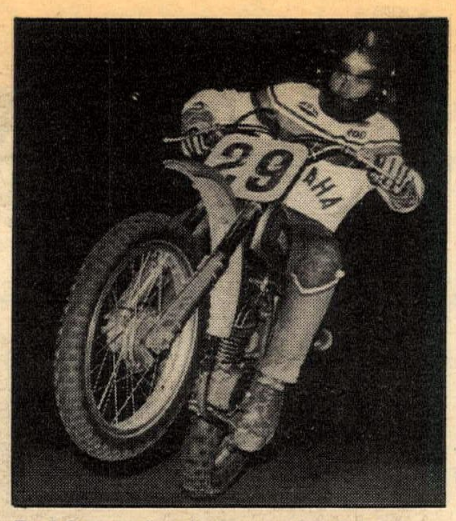


Rod Sexton just keeps on dominating the TT tracks. He won two Expert events at Elsinore. Wait'll he can afford some non-knobby tires.

Elsinore TT

Story and photos by Gary C. Jones

ELSINORE, CAL., FEB. 16

In the 100 Novice/Amateur the guys were really moving tonight. Coming out on top after three motos was Jay Bales on a Yamaha. Paul McPhearson, who placed second, is finding out that he can no longer outrun the field like he used to. David Leach placed third to round out the class.

The 250 Novice class is becoming quite a battlefield, with the order of the top three changing every week. Finding the groove and winning with consistent riding ability was Greg Zamora on his Maico. Maicos have a nice usable power band, and Greg is starting to prove that he knows what to do with it. Richard Pickens, who has been having his ups and downs, managed to stay up long enough this week to take second place. Another familiar name in the results column is Ronnie Aguirre, riding his Bultaco to third place.

And speaking of battlefields, you should have seen the 250 Amateur/Experts go at it tonight. Larry Bird really had his work cut out for himself tonight in capturing first place. Gregg Wilhite hounded Larry continuously the first race and won the second one outright. ●

Results

MINI NOV: 1. Darren Penrod (Yam). 2. Jay Bales (Yam). 3. Larry Parks (Hon).
MINI AM/EX: 1. Bobby Reyes (Hon). 2. Troy Ingolia (Ind). 3. Sam Soltz (Hon).
100 NOV/AM: 1. Jay Bales (Yam). 2. Paul McPhearson (Yam). 3. David Leach (Kaw).
250 NOV: 1. Greg Zamora (Mai). 2. Richard Pickens (Yam). 3. Ronnie Aguirre (Bul).
500 OPEN-NOV: 1. David Skinvin (Yam). 2. Ivan Odem (Tri). 3. Lon Strom (Tri).
SPEC NOV: 1. Greg Zamora (Mai). 2. Brian Webb (Yam). 3. Frank Herrera (Bul).
125 AM/EX: 1. Jeff Springman (Ind). 2. Jim Felton (Pen). 3. Mike Felton (Pen).
250 AM/EX: 1. Larry Bird (Mon). 2. Greg Wilhite (Yam). 3. Steve Fortune (Yam).
500 OPEN-EX: 1. Mark Reichert (Yam). 2. Rod Sexton (Yam). 3. William Arbaugh (Tri).
SPEC EX: 1. Rod Sexton (Yam). 2. Dennis Junker (Yam). 3. William Arbaugh (Tri).
SWEEPSTAKES: Mark Reichert (Yam).

Ascot TT & Flat Track

By Greg Cain/Creative Images

GARDENA, CAL. FEB. 23

Before the races tonight I talked to Mike Tidwell the Yamaha ace, and congratulated him and teammate Eddie Lawson for getting their act together last week. Standing near by was Mike Minnig the Kawasaki ace. He gave me one of those "that was last week" looks, cracked a funny little smile, and proceded to clean house in both the 125 TT and the under 200 Half-mile. Eddie Lawson wasn't around this week to renew the challenge because of a Sunday race but Tidwell was and did. It looked like Tidwell rode the hardest he has ever ridden the Ascot track. But things just weren't in his favor.

In the half mile main he was running second all the way. Every now and then he would get a wheel under Minnig but just didn't have enough speed to get all the way by. Coming out of the last corner heading for the checkered again with a wheel under Minnig, Tidwell hit a slick spot on the track and went down. Mike walked away from the crash with the only apparent injury to his pride.

Minnig saw his challenger go down and never slowed up after getting the flag until he was all the way around the track and back to the spot where Tidwell had gone down. As soon as Minnig saw that Tidwell was all right he broke out in a big victory grin and both riders headed for the pits.

On the TT course Tidwell settled for a third place finish behind Minnig and Mat Carlton (Yam). Here again Tidwell made the challenge on every turn but just couldn't get by.

The 250 TT and Half-mile riders got a break. Tom (Red Baron) Berry had decided not to race this week. He is going to Daytona and didn't want to risk getting hurt just before he has to leave. With Berry out of the way Kawasaki rider Dennis Briggs led the TT event all the way. He had his hands full with Bul rider Steve Scott and Yam rider Elbert Turner.

In the 250cc class on the half-mile Chas Soderstrom came back and grabbed the big money. This time it was a clear cut victory and didn't have to be decided by the officials. Dennis Briggs was second and Elbert Turner third. Speaking of Elbert Turner: this man had to be the most consistent rider at the CMC event.

The next race was the 500cc TT which Turner won, making him a grand total of one first place ride and three thirds. In the 500 TT Turner didn't get the lead until the third lap. Even after he did take the lead he was challenged on every turn by Gary Anderson (Bul) with Earl Rolloff running a very close third.

In the 500 Half-mile, Turner jumped to the lead and held it for several laps. Going into the third turn Shorty Seabourne on a BSA Goldstar got under Turner and took the lead. Two laps later with Turner trying desperately to get the lead back from Shorty he got a little too high in turn one and two and John Sperry on a Suzuki took over second place. Turner, never a man to give up, made several attempts to get second place back but just couldn't make it good. ●

Results

125cc TT: 1. Mike Minnig (Kaw); 2. Mat Carlton (Yam); 3. Mike Tidwell (Yam).
250cc TT: 1. Donnie Briggs (Yam); 2. Steve Scott (Bul); 3. Elbert Turner (Yam).
500cc TT: 1. Elbert Turner (Yam); 2. Gary Anderson (Bul); 3. Earl Relloff (Yam).
125cc Half-mile: 1. Mike Minnig (Kaw); 2. Robert Goodwin (R&R Spec.); 3. Robert Michalik (Kaw).
250cc Half-mile: 1. Chas Sodestrom (Yam); 2. Dennis Briggs (Yam); 3. Elbert Turner (Yam).
500cc Half-mile: 1. Shorty Seabourne (BSA); 2. John Sperry (Suz); 3. Elbert Turner (Yam).

R.A.C.E. MX

By Tom Blattler

CORONA, CAL., FEB. 21

Mark Tyer, age 19, rode Penton to three victories this season at Corona in the 125 Senior class. Also Dave Williams, age 17, was the victor of three of the 125 Senior division races at Corona. The two met tonight in the "Super Cycle Combo."

The stage was set for the 125 Senior first moto with Tyer, Williams, Steve Bauer, and Rick Sanders competing for the top position. Tyer got the jump, and he proved once again why he is one of the top 125cc riders in the Southern California area with an easy victory. Williams followed on his Penton with Bauer third. The final two motos also saw Tyer stand supreme over Williams, and the Garden Grove rider registered his fourth win of the year at Corona. Williams took second and Honda-mounted Bauer was third.

Another rider who is showing his superiority is Scott Wallace (Kaw) in the 250 Junior division. Scott made his first visit to Corona just three weeks ago, and continues to improve on the 1.3 mile rough course. In Wallace's first race at Corona, he placed second in the 250 Beginner class and took the win in the Beginners a week ago. R.A.C.E. officials then moved Scott to the Junior division for the Thursday race, and Wallace topped the Juniors in his first race. Taking second, aboard a Husqvarna, was Bob Skocilich with Mark Clinque placing third.

In his third appearance at Corona this season, Jeff Moore (Suz) took home the first place trophy in the 500 Juniors. Moore's ride was his third win in his three starts this year, and he looks stronger each week. Lynn Taylor and Mark Rawley finished second and third.

Little Scot Tipton continues his winning ways in the Mini Cycle class. Making his first appearance at Corona, Brian Anderson captured the 125 Beginners division on his Suzuki. In the 125 Intermediates, Eddie Clark was the winner, with Todd Breker taking the Juniors in the 125's.

In the only other Senior class run at Corona, Dennis Hazlett rode his Yamaha to victory in the 250 Seniors. ●

Results

MINI: 1. Scott Tipton (Hon). 2. Vince Ragsdale (Hon). 3. Kurt Sofka (Hon).
125 BEG: 1. Brian Anderson (Suz). 2. Karl Kostetler (Yam). 3. Chris Marks (Kaw).
125 JR: 1. Todd Breker (Bul). 2. Mike McMichael (Suz). 3. Mike Luna (Yam).
125 INT: 1. Eddie Clark (Hon). 2. Rick Stout (YZ). 3. Eric Oleson (Pen).
125 SR: 1. Mark Tyer (Pen). 2. Dave Williams (Pen). 3. Steve Bauer (Hon).
250 JR: 1. Scott Wallace (Kaw). 2. Bob Skocilich (Hus). 3. Mark Cinque (Hon).
250 SR: 1. Dennis Hazlett (Yam). 2. Floyd Burk (CZ). 3. Charles Hanson (Hon).
500 JR: 1. Jeff Moore (Suz). 2. Lynn Taylor (CZ). 3. Mark Rawley (CZ).

Mike Minnig (Kaw) cracked a funny little smile and cleaned house in the 125 class this week.

It's a rare day when anybody can win two Pro MX classes back to back. Bryar Holcomb (Bul) did it in the 250 and 500 rounds at Carlsbad.

CMC Carlsbad

By John Bethea

CARLSBAD, CAL., FEB. 24

Bryar Holcomb, riding both the 250 and 500 classes today at Carlsbad Raceway, bit off as much as he could chew and pulled off a very well-ridden double against all the other top pros.

The best race had to have been the final 500 in which he and Billy Clements (Hus) got locked into a duel similar to the one Rex Staten and Mike Hartwig had here two weeks ago. Bryar held the lead but for the entire twelve laps Billy hounded him, several times pulling alongside and nearly passing. Billy won the first round, with Bryar second, completing overall honors. Bryar held on all the way for the win with Clements second and Albert May (Mai) taking third with a pair of 'em.

Over in the 250 it was a bit easier for Holcomb as he won both rounds. Richard Grafton, on that privately sponsored YZ, charged in with a second but was out of it in the final when he and Richard Kastner (Bul) tangled on the straightaway heading for turn three early in the race. A hole was ripped in the bottom of Kastner's tank. Gas spewed out and caught fire, but was quickly extinguished. Neither rider finished the moto, nor were they hurt.

This gave Randy Myers (Bul), third in the first race, the solid go-ahead for second overall as he occupied that position also in the final moto. For awhile he began to close on Holcomb but saw he wasn't gonna make it so slowed slightly to insure his runnerup position ahead of Nelson Whitehill (Hus), third overall with a pair of fifths.

Marty Smith was back and raising havoc in the 125 Pros again, winning both rounds in runaway style. In his best finish ever as a pro, Dave Eropkin (Hon) came home second on points with a fourth and second while third overall Chuck Bower (Hon) had a second and seventh. What cost him was a chain coming off in the second round. Mike Tripes (Hon) secured fourth over Ted Weeks (Hon). ●

Results

100 JRS: 1. Doug Boyd (Yam). 2. Corki Moore (Yam). 3. Randy Bonn (Hon).
125 JRS DIV I: 1. Jeff Tomlin (Hon). 2. Tom Settle (Hon). 3. John Smith (Hon).
125 JRS DIV II: 1. Dennis Beat (Hon). 2. Michael Apple (Hus). 3. David Gordon (Hon).
250 JRS DIV I: 1. Bob Brown (CZ). 2. Robert McBroom (CZ). 3. Larry Lutz (Hon).
250 JRS DIV II: 1. Dana Slater (Yam). 2. Mark Windsor (CZ). 3. Robert Cooper (Mai).
500 JRS: 1. Frank Schioppi (Mai). 2. Bill Mandershied (Suz). 3. Tom Sharkey (Hus).
125 INT: 1. Scott Montgomery (Hon). 2. John Smoot (Hon). 3. Joe Plante (Hon).
250 INT: 1. Jim Ruth (Mai). 2. Rob Raymer (CZ). 3. Dave Riddlecomb (CZ).
500 INT: 1. Dave Charette (Mai). 2. Mike Tague (CZ). 3. Gary Martini (Hus).
125 EX: 1. Mike Bell (Hon). 2. Jeff Skeen (Hon). 3. Albert Cancino (Hon).
250 EX: 1. Dale Anderson (Bul). 2. Charles Iott (Hon). 3. John Wilder (CZ).
HACKS: 1. John Monohan/Brian Ramsden (Hon Wasp). 2. Gene Ackerman/Dave Bigley (Nor Wasp). 3. Don Huntly/Steve Ritchie (Yam).
125 PROS: 1. Marty Smith (Hon). 2. Dave Eropkin (Hon). 3. Chuck Bower (Hon).
250 PROS: 1. Bryar Holcomb (Bul). 2. Randy Myers (Bul). 3. Nelson Whitehill (Hus).
500 PROS: 1. Bryar Holcomb (Bul). 2. Billy Clements (Hus). 3. Albert May (Mai).

CMC Irwindale

By John Bethea

IRWINDALE, CAL., FEB. 22

On the final night of the 1973 Irwindale season, Dave Pessy won the 250 Pro class for the fourth week straight, a track record. Tonight, in only the fourth pro meeting of the year at Irwindale, Jeff Vidic brought his Maico home to his fourth in a row, tying the standard.

The first two moto victories were done fairly easily in the runaway style, so when Val Tamietti (Hon) grabbed the lead in the third, Jeff wasn't too concerned in second place as he had the overall sewed up. Jim West (Hus) stuck right along with Vidic for the duration, several times pulling up along side in hopes of passing, but was held off. Twice second to Vidic earlier, Bryar Holcomb (Bul) found himself in fourth place and even though he rode a good, hard race, just could not find an opportunity to squeeze by. He still managed second overall.

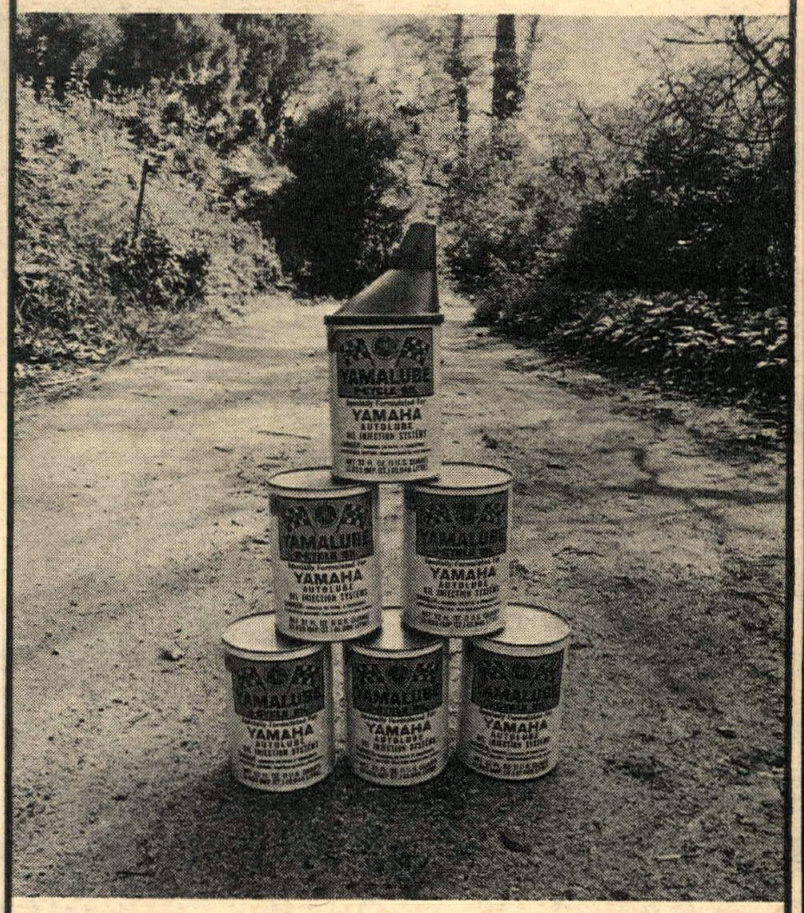
It wasn't to be Holcomb's night. Things really came undone when he and Chuck Lunde tangled in the King of the Hill feature just before half-time. That was the first time he went down. In the second 500 Pro he took another hard header on the resurfaced track and didn't even show up to race the third.

West had a fairly easy time of things in the 500 once Holcomb crashed out of the picture; he swept the class with Luke Messer (Mai) taking second and Dan Barnes (CZ) third. Luke, who is still trying to get back into shape after his spill last fall, appeared rather content with his second. Joe Johnston (Mai) put on a show for the crowd. After a second and a third, Joe had the machine seize in the final round. Angrily he pushed the bike over and started to walk away, then decided that wasn't enough. He went back and kicked it several times, then jumped on it. Finally, he pushed across the line for a fourth overall. ●

Results

Mini: 1. Joe Tucci (Hon); 2. Bill Fancher (Hon); 3. Scott Mason (Hon).
100 Jr: 1. Jeff Wiedeman (Hod); 2. Mark Riker (Hod); 3. Frank Inman (Hod).
125 Jr: 1. Bob Marino (Hon); 2. Jerry Fannings (Hon); 3. Jeff Jopling (Hon).
250 Jr: 1. Jim Ruth (Mai); 2. Ramon Bruner (Hon); 3. Larry Lutz (Hon).
500 Jr: 1. Tim Johnson (Yam); 2. Ed Miller (Hus); 3. Duane Dier (CZ).
125 Int: 1. Gary Denton (Yam); 2. Mike Thill (Hon); 3. Tag Turner (Bul).
250 Int: 1. Jeff Sloan (Yam); 2. Mike Huhn (Hon); 3. Tim Wyant (CZ).
500 Int: 1. Gary Lunsford (TNT); 2. Rick Carrisosa (Mai); 3. Greg Schweers (BSA).
125 Ex: 1. Mike Bell (Hon); 2. Kelly Owen (Pen); 3. Albert Cancino (Hon).
250 Ex: 1. Scott Doornbos (Hon); 2. Frank Fitzgerald (Hus).
125 Pro: 1. Chuck Lunde (Hon); 2. Cliff Lett (Hon); 3. Bryan Dodge (Hon).
250 Pro: 1. Jeff Vidic (Mai); 2. Bryar Holcomb (Bul); 3. Jim West (Hus).
500 Pro: 1. Jim West (Hus); 2. Luke Messer (Mai); 3. Dan Barnes (CZ).

IMPORTANT OIL DISCOVERY.



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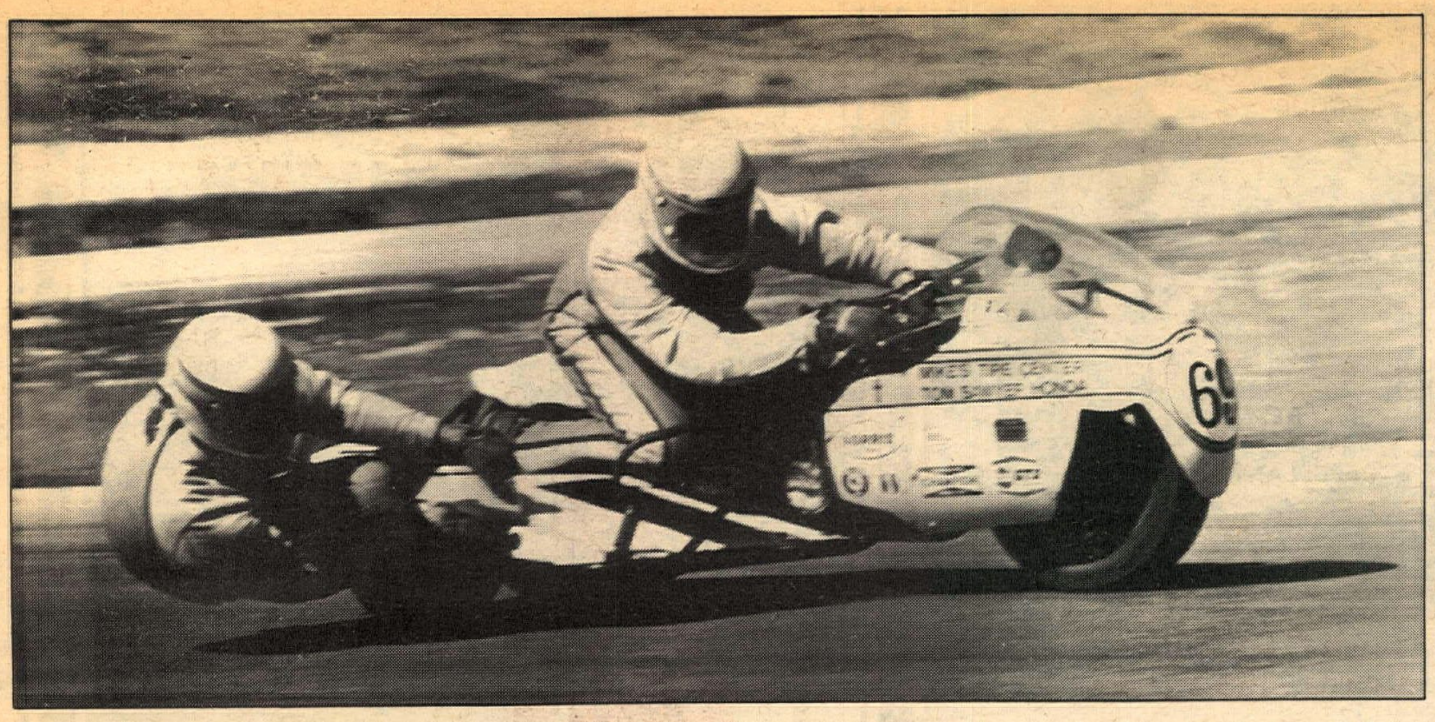


Winning sidecar team McNiel/Kerlag on Action Fours Honda outfit.

Sitting down on the job at Riverside

By Lane Campbell

RIVERSIDE, CAL., FEB. 24

Gas pinch or no gas pinch, a fair-dinkum field turned out for the AFM Los Angeles chapter's high speed road ride at Riverside.

They were rewarded by a sky washed pure by an east wind, and three great mountains standing out as if viewed through clear blue ice.

Among the turnout was a brace of new Yamaha TZ750's, frought with teething problems. Like a water-pump impeller drive that leaks water into the gearbox. Jim Berry stuck his and crashed between Turns One and Two without serious injury, while chasing Pridmore in the Open GP event.

The "chairs" are beginning to sprout wings, a la CanAm cars, but gimmickry without reliability doesn't win races. Jim McNiel/Skye Kerlag – "a bit rusty after a two month layoff" – ran away and hid from the pack, which quickly decimated itself down to the surviving Royse/Nault BSA unit.

The trouble with SoCal sidecar racing is that: a) there aren't more people in the act, and b) those in the act are plagued by mechanical unreliability. While they last, the sidecar teams are spectacular to watch, especially in the change-up turns Seven and Seven-A, where Kerlag's dive for the right-mounted chair has to be witnessed to believe.

Talking about it in the paddock, Skye said, "Yes, it's difficult. Jim still has to back off a bit through there, but when we get our teamwork back together, he won't have to shut off at all. I wouldn't ride with anybody else. Jim had some dirt track habits to unlearn last year; now he's really got it together."

"We're still not satisfied with the tires (at the rear). We like the compound on the ones we have, but they're made for racing Mini-Coopers and have a directional tread. On left-handers, this part of the tread gets squeezed shut and it wants to slip. Going the other way, we're rolling the tread under. Still, it's all we can get." These are just a few of the problems a successful "chair" crew must solve.

Figuring that there's still no domestic parts sources for sidecar racing equipment and each unit must be virtually scratch-built, it's no wonder there are so few teams running.

The 250 Production race started out with a real donnybrook for the first three places. Richard Baron, Wally Karpynek, and Ken Gill drafted each other back and forth in a scramble for the lead. While lapping back-markers, Baron took advantage of traffic and pulled away.

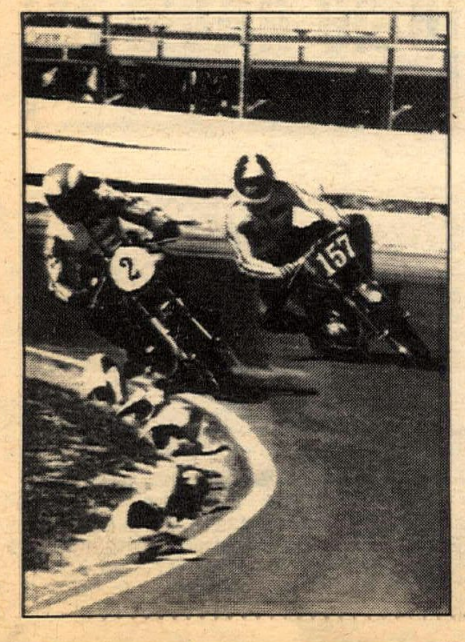
John Lassak (Yam) pulled off a second in 125 GP, switched bikes for the 250 GP, and crashed while lying four or fifth, breaking his ankle.

Pridmore walked away from the 500/Open GP field, causing much head-shaking and second-guessing in the paddock. "If we'd brought the.....(Fill in the blank) today, we could have blown that antiquated BMW away." Ride on, Reg. •

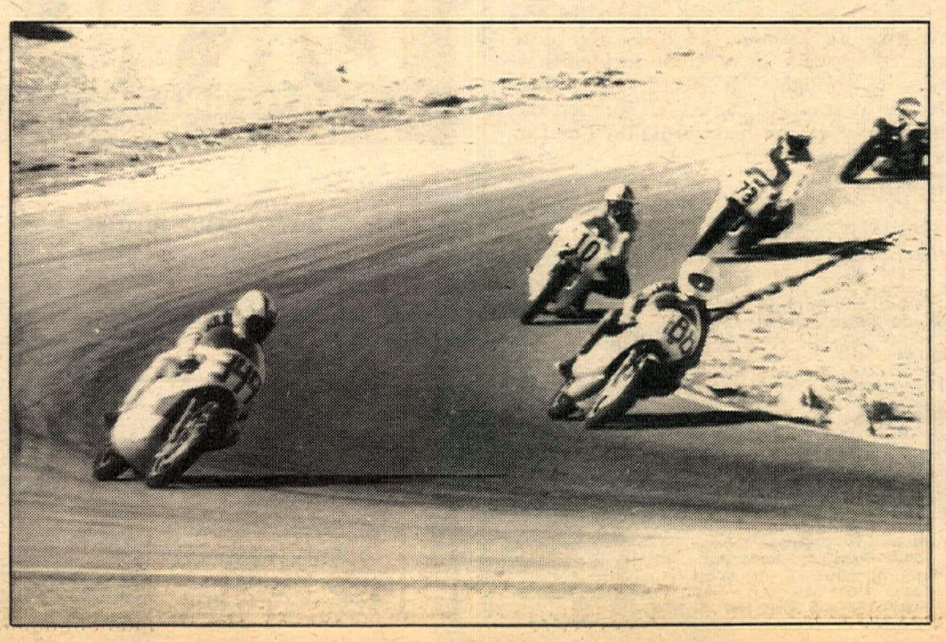
Results

Sidecar: 1. James McNeil/Skye Kerlag (Hon); 2. Alan Royse/Daig Nault (BSA).
500 GP: 1. Ed Lawson (It); 2. Doug Stanton (It); 3. Steve Zimmerman (Ita).
125 GP; 1. Jeff Shettler (Yam); 2. John Lassak (Yam); 3. Pedro Gallirucci (Yam).
200 GP; 1. Tom Herrmon (Yam); 2. Rudy Reynosa (Yam); 3. Jim Cobb (Suz).
250 GP: 1. Bob Endicott (Yam); 2. B. Hammer (Yam); 3. W. Karpynek (Yam).
350 GP; 1. Bob Endicott (Yam); 2. Jeff Cerki (Yam).
Open GP: 1. Reg Pridmore (BMW); 2. Wade Killen (Yam); 3. Chris Lapotosky (Hon).
Superstreet/Thumper: 1. Dale Alexander (Kaw); 2.Mike Parriott (Kaw); 3. Rod Murufas (Yam).
125 Prod: 1. William Silver (Yam); 2. Steve Zimmerman (Yam).
250 Prod: 1. Richard Baron (Yam); 2. Wally Karpynek (Suz); 3. Ken Gill (Suz).
350 Prod: 1. Rod Murufas (Yam); 2. Scott Klough (Yam); 3. Darryl Lee (Yam).
500 Prod: 1. Eric Dodd (Kaw); 2. Chris Hernandez (Suz).
Open Prod: 1. Mike Parriott (Kaw); 2. Steve Mallonee (Kaw); 3. Steve Gerki (BMW).

It got this close in the 250 Production race. Baron (2) eventually pulled away.



The 250 GP class sweeps into Turn Seven on the first lap. Lassak (349) briefly tangled for lead, later crashed.



CMC scrambles

Story & Photo by Rex Backman

CHICO, CAL., FEB. 17

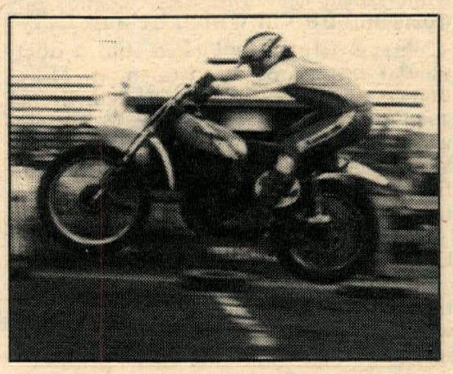
Friday's night hard rain left the track in superb condition for racing and Del Becker from Palermo put it to good use. Becker, a Junior rider for Conway Cycle of Oroville, took first place in the 125 and Open class Junior events today. Riding combined with the Open Experts, Becker ran third for the entire race until the last half-lap when he pulled a stunning pass to take over the lead for the win.

The Open Expert class belonged to Larry Legarra on a Suzuki. In the 250 Expert class Honda mounted Jeff Giest led the first two laps until he fell in the tricky "S" turn. Bultaco rider Dan Peterson took over the lead and rode on for the win. In second place was Greg McKinney on his 250 Penton Hare Scrambler. The 125 Expert class, combined with the 125 Juniors, was won by Yamaha YZ rider Jim Hubbard.

The 250 Junior class belonged to Honda rider Craig Cain who was in only his third Junior race. Cain picked up his second straight win with a strong performance never looking back the entire race. Greg Nibbelink was second on a Penton and Dennis Helms, third.

Tom Dorsey won his third straight 100 Novice main event after taking the lead on the last lap. Tony King was second followed by Doug Hays.

The crash plagued 125 Novice class was won by Suzuki rider Bill Roberts and in second and third places were Jon Zimmierman and Beatle Murphy.



Dan Garland took a new Kaw 250 MX to a dominating 250 Novice victory.

The 250 Novice class was dominated by Dan Garland riding one of the new 250 Kawasaki MX'rs. Garland lead the entire race. Suzuki rider Vince Batha was second and Marty Jackson took third on a Honda. The 360 Novice class was won by Harry Von Seggern on a Yamaha who led the last two laps after getting by CZ rider Hayden Cambell who finished third. In second place was Paul Reckers. In the Open Novice class, Gary Cooper on a Kawasaki took the win with Rick Bishop taking second on a Husky and Maico rider Bruce Meyer in third. •

Saddleback GP

By Tom Corley

ORANGE, CAL., FEB. 23

The entry forms swarmed in and vans full of Sportsman and Expert superstar Motocross racers wicked their engines up Saturday for the first Grand Prix ever to be lit off at the famed Saddleback Park.

Both motocross tracks were looped together to make up possibly one of the longest courses that the racers have seen in Southern California. The park prepared the course just as if it were a Trans-AMA thriller and all had to thrash over the hilly landscape that had loads of drop-off jumps for two-forty minute motos.

The semi-big $500 purse offer found the starting gate being jammed by the 125, 250 and 500 Expert 'crossers who blasted up the Saddleback starting hill.

Dual MX tracks brought multiple racers.

The fast guy on a Husqvarna, Jim West, started his first place rally and led the couple miles length of Expert in the first moto. While this star of the 250 class split away coming closest was CZ racers Doug Sherman (being a 500 rider.) Also in the same class and advancing was Cole Hastings on a Husqvarna and Mike Yorba. West's competitors in the 250 class were Drew Nelson of Orange County Cycle and Frak Steiner of Pro-Fab.

The newest sensation seen on Saturdays in the 125 class, Dave Miller was out-a-sight from all other small bore screamers until his countershaft sprocket became wobbly (which made him pull over the sidelines). Chargin' Whittier Honda racer Bill Glore pulled in the first place win this moto over Miller who got his act into gear for third while Kevin Crawford took second for Cycle Shack.

West was on the gas again in the second moto and leaped to the front of the crew. Everyone knew that he was going to sack the money. Mike Yorba was the fastest approaching 500 on a Wheelsmith Maico and hung in there for first over Sherman and Hastings this time.

Drew Nelson was after top 250 Expert competitor West but couldn't catch him while Frank Steiner took third and had to hassle heavy dicing with 125 Expert Dave Miller (who was smoking half the big-bores). Miller showed who was the quickest and got it together while Glore took second as Crawford placed third.

Grabbing the biggest chunk of the $500 purse money was Jim West, who easily cleaned up with the 250 Expert class win over the YZ ace Drew Nelson and Frank Steiner. The Rams Express van man Doug Sherman was nipped out of the top 500 money by Mike Yorba, but took second over Cole Hastings who wrapped up the day in third. •

M.O.R.E. Gas

A motorcycle economy run, sponsored by Motorcycle Owners, Riders & Enthusiasts, and the city of San Diego, will start and finish on Saturday, March 30 at Balboa Park. The state of California is providing 800 gallons of gasoline to fuel the test of motorcycle mileage.

Up to 500 entries will be safety checked, the fuel tanks will be filled and sealed, and, beginning at 8 a.m., the bikes will set out on one of three measured routes through city traffic. The routes are laid out to test the various size motorcycles in the type of use they are designed for.

Competitors will be flagged in at the Organ Pavilion in Balboa Park to the music of the Navy Band. Tanks will be precisely refilled to within 1/1000th of a gallon and the winners in each category (those who used the least gasoline) will receive special trophies.

The M.O.R.E. Economy Run is expected to point up the safety and economy of motorcycles as personal transportation in this age of energy shortages. Results will be available in time to make the evening news. For information, entries, etc., call Ben Harroll (714) 287-1681. •

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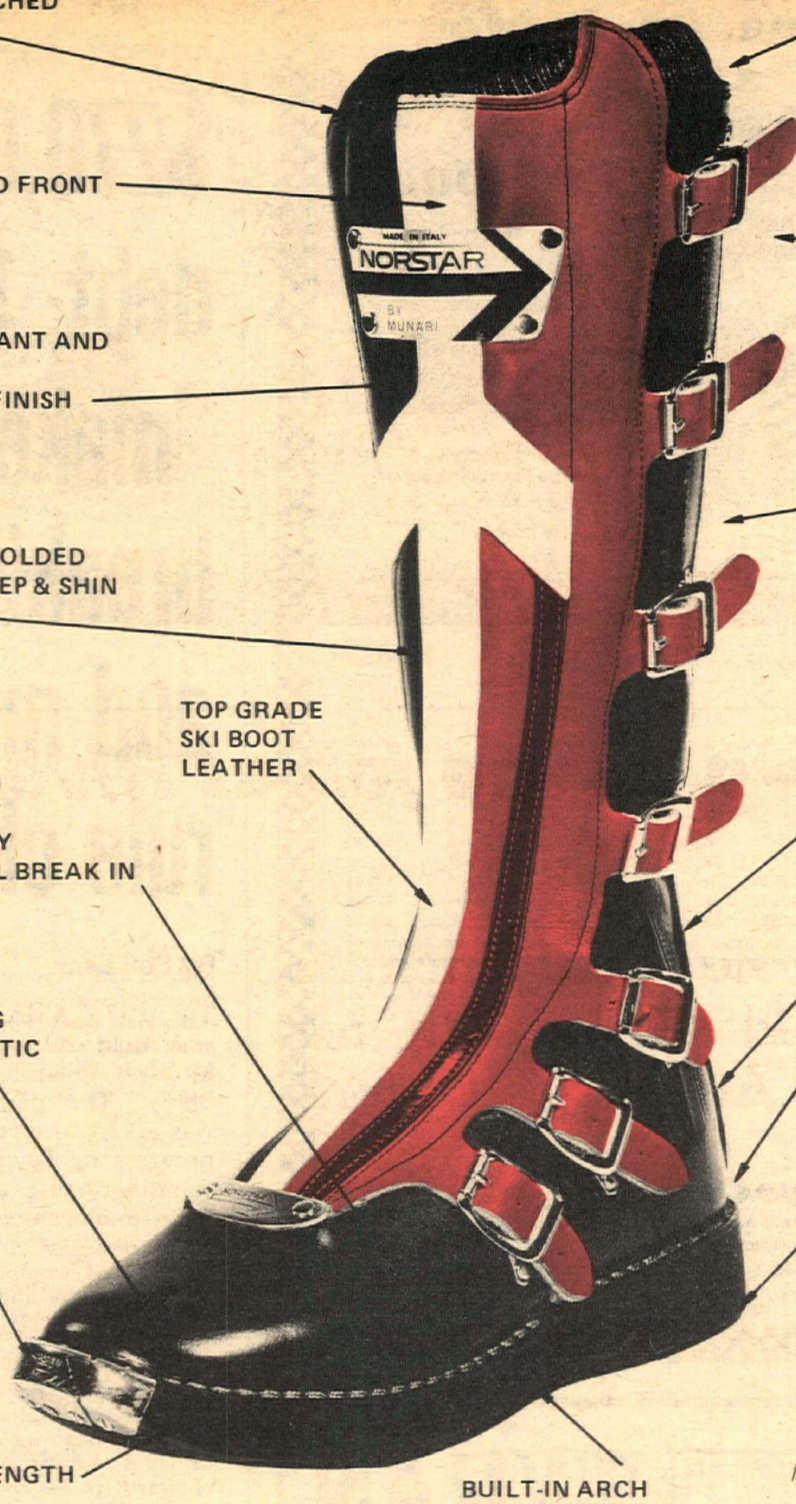

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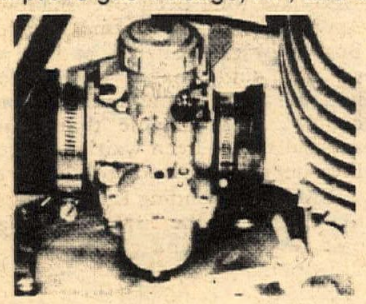

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AMA REPORT

$270,000 in debt; 1974 "make or break" year; and more rule changes

By Bob Lenk

The 1974 AMA Annual Meeting was held during the Cincinnati Motorcycle and Accessory Trade Show. The planning committee was asked to give a report of their progress in 1973. The most outstanding being a plan for three form management of the Association; consisting of a newly appointed Director of Competition, Director of Administration and Comptroller. The plan will be decided upon on or before March 31.

John Harley, Treasurer of the AMA, gave a report on finances. Highlights included the disclosure of the fact that the AMA borrowed $270,000 last year to pay delinquent bills. This money was obtained by borrowing $120,000 from the Ohio State Bank and $150,000 from KK Insurance Co., the firm that provides AMA insurance. The Internal Revenue Service is to refund $108,000 in over paid taxes on what turned out to be non-profits in 1971 and 1972. These returned funds will go towards paying off the portion of the loan obtained from the Ohio State Bank. The KK Insurance Co. loan is being paid at the rate of $15,000 per month and payments started in November 1973. The Treasurer also reported that the AMA was meeting all current financial obligations and felt that they will be able to continue to do so.

It was announced that the AMA lost members during each month of 1973 with the exception of the months of March and May. Total AMA membership, as of January 1974, is 133,286. The proposed budget for 1974 is based on 140,000 members. The break even point was stated as requiring 111,000 paid up members. Mr. Harley stated, "The next year is going to make or break the AMA."

The next order of business was the proposed amendment to the code of regulations of the AMA. A brief outline of the major changes follows:

Article V, Section 3 "No Class B member shall have the right to vote by proxy, one company – one body – one vote."

A change in Article V, Section 4 made it very clear that every Class B member must have his $250 dues paid in full before the annual meeting, or his representative will not be allowed to vote.

Article VII received the most important changes in regards to the Executive Board and the Board of Trustees. In the past, all Class B members that attended the annual meeting were known as the Board of Trustees, from this group the Executive Board was elected. Ten Class B members and two Class A members, making a total of twelve, formed the Executive Board. Also, the class B members (or Board of Trustees) elected the officers of the AMA from the members in attendance. That was the way things were and, here is the way that things are now. The Board of Trustees is made up of three Class A members, one each from the three regions of the country as elected by the Class A members. Six members of the new Board will be representatives of manufacturers or distributors of two wheeled vehicles. Four members will be respresentatives of parts or accessory manufacturers or distributors and the press. The new Board of Trustees will have a total of 13 members.

From the new Board the officers will be elected. The Secretary does not have to be a member of the Board, but the rest of the officers must be. The Class B members in attendance will elect the officers.

A very important change in the makeup of the AMA Congress as detailed in Article IX, Section L took place. The Congress will interpret and provide for the enforcement of rules and regulations pertaining to Amateur and Semi-Professional competition only. The Board of Trustees still has the power to review, approve, modify and revoke any action taken by the Congress. The Congress will consist of two delegates from each district of the country and they will be elected by AMA clubs in those districts. Each delegate will serve for a period of one year. Three members of the AMA staff will also be members of the Congress, with one of the staff designated chairman. The AMA staff members will be designated by the trustees and shall be non-voting members. The annual meeting of the AMA Congress will be held in the month of October. There will be five committees – Amateur, Competition, Rules, Road Rider, Public Relations, Legislative and Member Service.

Article X, Section Q created the new Professional Rules Committee. The purposes of the committee shall be the same as that of the Congress, with the exception that they will deal with Professional competition exclusively. The Rules Committee members must be Class A members. Each Class B member who manufactures, imports or distributes two-wheeled vehicles that are used in sanctioned professional competition will appoint one delegate. Three promoters will serve on the Rules Committee, to be selected from the promoters of professional events that promote Road Racing, Dirt Track and Motocross. The promoters will elect their own delegates. Three delegates will serve from the ranks of Expert Professional riders. The three Expert riders with the highest number of advancement points in the categories of Road Racing, Dirt Track and Motocross during the preceeding year will serve as the rider delegates. One person designated by the Trustees will be a delegate and will be selected from the AMA staff. The Trustee appointed delegates will also serve as the chairman of the Professional Rules Committee.

Under Article VII, the next order of business was the election of the newly formed Board of Trustees. The ballots were cast and the nominees that were orginally presented by the committee were elected.

The election of the officers followed the same pattern. The Nominating Committee presented Terry Tiernan for president, Dick Orth for vice-president, Ken Leuman for the secretary, John Harley for treasurer and Ray Morrow for assistant treasurer. The officers were elected as originally nominated and all floor nominees failed.

It was reported to me by a Class B member, following the Board of Trustees meeting on Thursday, that the new board is taking very positive action and that Class A members in 1974 will see changes in membership drives and new services offered to them. The meeting, reportedly, saw the new AMA emerge as a positive thinking and acting association and the attending member reporting to me stated, "They have literally taken the bull by the horns. More fresh and meaningful ideas were voiced by the Board in this one session than were voiced in years of previous meetings." •

"Foreign Legion" of asphalt scratchers headed for Daytona

Last year, Finn Jarno Saarinen, then 250 road racing World Champion, became the first non-American to win Daytona. He did it on a TZ 350 Yamaha. He was later tragically killed at Monza.

Agostini leads the charge

The late Jarno Saarinen last year became the first foreign rider to ever win the Daytona 200. Many others have tried and failed and

the 1974 version could find the title again going across the water on March 10th.

Close to two dozen international entries will be on hand, backed up by four or five plane loads of fans from countries throughout Europe.

Heading the list is one of the all time greats in World Road Racing, Giacomo Agostini, who has held one title or another every year in Europe since 1966.

The thirteen year road racing veteran has been riding one of a kind hand built MV Agusta's for nearly ten years but has never raced in America due to the rule that requires two hundred machines that are all alike from the factory.

Now, "Ago" has jumped over to Yamaha and Yamaha has taken one of a kind full blown Grand Prix bikes and built two hundred. The timing is right for the World's Champion to make his American debut.

Ago heads up the Yamaha team entry that will also include, Teuvo Lansivuori, the Finnish rider who was a close friend and teammate to Saarinen. Also on the team will be one or two Japanese riders who, like Ago, will be racing in America for the first time.

The Italian Ace has over eighty road racing wins to his credit but will have his work cut out for him from the start of Daytona Week, March 4, to the checkered flag late on the afternoon of the 10th. If there ever was a marked man, it's Ago.

Italy will also send Guido Mandracci and Walter Villa, two excellent riders who have long been over-shadowed by Agostini and his former equipment. Both will ride Suzuki and a win by either could make them the new national cycle racing hero in their home country. It's possible that Mandracci and Villa have been waiting longer than the American fans for this opportunity.

Sweden is sending Kent Andersson, a top runner in the FIM 125cc class the past few years and current 125 World Champion. Jack Findlay, a part time Aussie who spends time in Italy, will also be back. Findlay was a kingpin in last year's Isle of Man Race and has found new horsepower.

England is represented by two time Daytona pole sitter, Paul Smart and his brother-in-law, first-timer, Barry Sheene. Both will be Suzuki-mounted.

Peter Williams returns from the United Kingdom aboard a factory Norton, the same Norton that set new records at the Isle of Man last year and won the race on the thirty-seven mile per lap course.

Two other Englishmen that bear watching are Mick Grant and Charles Mortimer. Grant finished eighth last year on a scrubby looking self-sponsored Yamaha and is back with much better equipment this time. Mortimer is classed as one of the most underrated in England and gets a chance to show his stuff against this gathering of the most talented riders in the world.

Two new names from Japan crop up, Masahiro Wada and Hideo Kanaya. Wada is not really new and has raced a few AMA Nationals in the past but Kanaya is a first time American race entry.

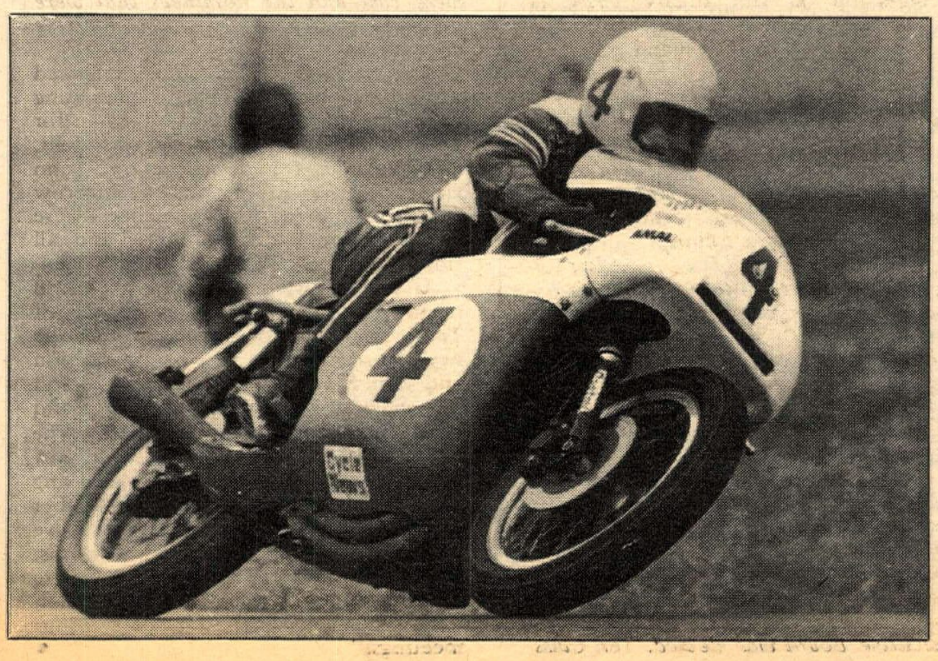
All of the foreign legion will either be riding the new Yamaha 700's or the Suzuki 750's except Wada, who will ride a Kawasaki 750.

Three years ago Smart became the first rider to take the Daytona pole position in time trials aboard a Triumph Trident. Two years ago he couldn't get his Kawasaki running, starting at the back of the field and pulling in after only one lap. Last year he put his Suzuki on the pole and then ran off the course on the first lap on the new turn on the backstretch. The next race after Daytona, Dallas, he won it all.

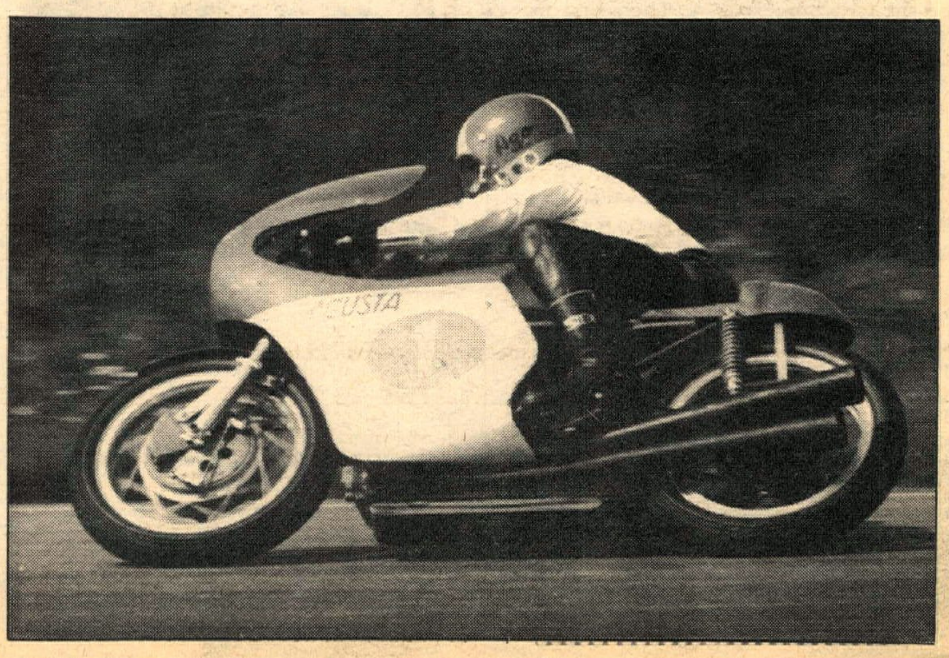
Yamaha has a big gap in their efforts this year with the death of Saarinen and the retirement of Aussie, Kel Carruthers, the riders that finished one-two at Daytona in '73.

The 1974 version of the Daytona 200 will again be another true test of American versus International riders. AMA style or FIM style, the best man and the best machine does not always win but all are on the track long enough to prove a point. •

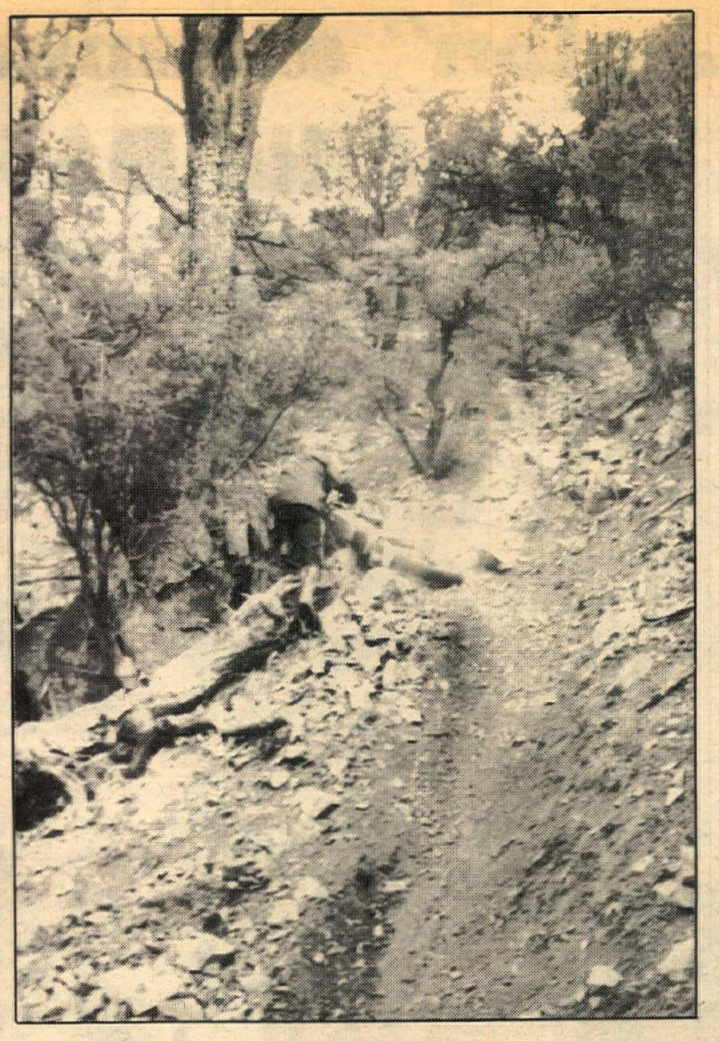
Veteran Dick Mann has won Daytona twice on two different brands: Honda and BSA. He will be making his first appearance on a two-stroke, another of the fast TZ750A Yamaha, tuned by Don Vesco. It is definitely not past Bugs to do it again.



This year the man to beat could well be World Champion Giacomo Agostini. He has switched from MV to Yamaha and will be aboard one of the mind-blowing TZ750A's.



"Why, shucks, ain't nothin' to these loose, 60 degree, one track uphills. There probably isn't a check for miles."



Crunch. Ughh. "Well, almost nothin'."

Arizona's toughest enduro

By Philip Briggs

CORONADO NATIONAL FOREST, ARI., FEB. 17

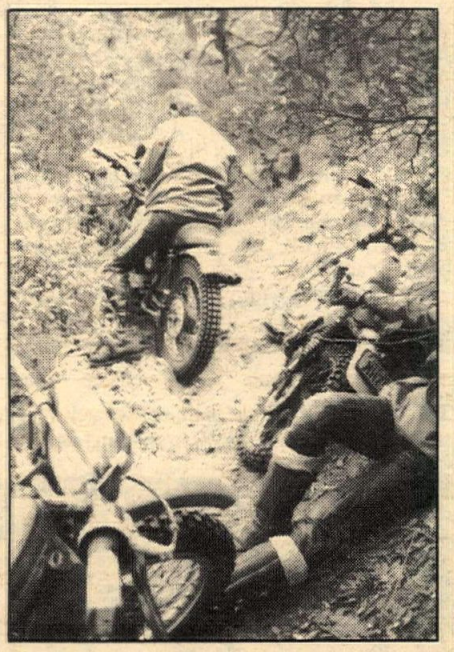
Well, they did it again. The Nomads M.C. of Sierra Vista hosted their second annual Mowry Mountain 100 Enduro, and again put on a potentially fine run that was flawed by lack of attention to details.

The Mowry is held in South-central Arizona, near the US of A – Mexico boundary. The country is unique for Arizona, a rolling 5000-6000 foot high oak-grassland; rock-filled, narrow and twisty, the roads concrete hard with a loose topping. Beautiful country by any standard and outstanding bike riding. Thirty miles west, in the next valley, this kind of scenery sells for $10,000 a lot, but here it's still Bonanza-style cattle ranches, boundless blue sky, crystal clear air, and a star-studded roof at night.

Twice now, the Nomads have gone to the Forest Service for their special use permit, and twice they've obtained it with little hassle from the land managers or the environmentalists. Their first try was the first for this forest, the Coronado, and their reception was less than enthusiastic. But with reasonable people in both groups working together the club got their chance. That first run caused little damage, even on the virgin ground traversed, and the club's post race clean up and repair efforts so impressed the Coronado's administration that this year's route request and permit application sailed through with little change or comment.

The bitchin' ride that first year was spoiled by poor marking, inaccurate times and mileages, and inappropriate speeds. This, the club's first enduro, was the worst I'd ever ridden – that was until the Billy the Kid in Las Cruces. If you remember, that's the one where they sent the sheriff's posse out to rescue 200 of us from this damn canyon, four people were alleged to have finished two loops, and the winner lost over 800 minutes! This year found six of us entered in the Mowry – hope springs eternal – and it is bitchin' country. And besides, it and the Tonto are the only enduros in Arizona and my club hosts the Tonto.

The pit and camping area for this year's Mowry was spread along the crest of a grassy ridge, fringed with oaks, overlooking Parker Canyon Lake. Three miles south, as the smuggler flies, was the Mexican border. We arrived Saturday, and enjoyed a pleasant afternoon of pit racing and beer drinking. Team Bultaco, alias the Rover Boys, pulled in and unloaded Bob Steffan's trick-trick-trick 400 Pursang. It's got the experimental GP MX engine with the backwards kickstarter, and looks positively ominous in its sand cast cases. Other than them, the entire field was made up of Arizonians.



Take a number and wait to get served. There was this bottleneck.

Sunday dawned cold, windy and overcast. Four to a minute, 104 of us headed south on a two track trail down a grassy ridge at 24 MPH. My bunch is on minutes 5 and 6, Team Bultaco is two minutes back. Five miles out we stop for a leak (Enduroists are much more gentle than desert racers, Mr. Hazelwood.) and they buzz by. Ten miles out, now on fireroads leading into the foothills, we smell a check and stop again. Sure is hard to hold down the average on these roads. Another couple of miles, and we're off the roads, into a little wash, on time, and no check. Damn, sure wish I had some time in hand now, as 24 MPH is more than I can manage in the rocks with my cold-numbed and weakened hands. A shouted "Comin' through" behind me, and Steffan blasts by. I'm two minutes late and off the pace. That 400 sure throws rocks. A couple of more miles of this and there's the check. The club is using flip cards, they show 28. Not to worry, the club starts their cards 15 minutes before key time with one, thus if your number is up, you're 15 minutes early, and disqualified. Does that confuse you? Well, you're not alone. So I'm down seven already. Neat. What a way to start a day.

Back on the road, and there's my wing man. His Red-Line Yamaha has developed an automatic transmission and is choosing gears at will. I give him my truck keys, and after 20 miles of the run he's back to the camper and the cold beer. My hands are thawing out, and they hurt! Down the road, onto another two tracker, and into the trees. I'm on time, but not through my own efforts as the club is using the New England interval system. The dust and the heavy traffic (Road hogs!) begin nibbling away at my time and I'm pressing hard trying to thread between two riders – one in each track – when I overcook a corner, spinout and slide to a stop. Friend Les, five minutes back looms out of the dust – "Are you all right?" Nod. – "Are you all right?" Nod, he believes me this time, and is off. The SD fires on the second kick, another mile and we're back on a road and catching up. I'm cooking so well I blow by the turn, trail's not marked real well – and get lost for ten minutes.

Back on course down a two track and there's check two – 53! Come on now – you're kidding? Double damn. Another mile or so and we're on the border road. Funny, it doesn't look Mexican on that side! It's a jeep trail, and not too well maintained. Got to watch those washouts. Betcha we're driving those electronic surveillance gizzies crazy. Along in here I pass Gerry Hoffer of the Bultaco bunch, looks like they're in trouble. The country in here drains north-south, the road is draped across it east-west, so it's screw it on across the ridge, brake and pick your way down into the wash, blast up the hill, etc., etc., for a long ways. Finally, about 50 miles out, there's check three, tucked away in a wash; 55 – neat, I thought I was four minutes late.

Reset the watch and speedo and it's up a sand wash – real old fashioned desert sand wash, but it's neater, straighter, and faster out in the grassy meadow alongside it. A few miles of that, and it's up the hill to a two tracker, down a ridge towards camps. Slow down, and get on time as there can't be anything rough between here and there. Perfect, and ease on into check four at mile 59 and the end of the first loop – 51? What?

Down to the truck and while my pit crew tends to the bike, I grab a Gatorade and start comparing notes. What did you think of the time at check two – late 15 minutes, right? Did you burn four – yeah, four minutes. So did Steffan. He's in agreement, the clocks are off. I talked with several riders, and they all confirm my suspicions. Although there were no protests later, it's significant to note that the lowest score at the break was a 22, (15 + 2(4) = 23), and several were in the 24-26 range. While this sort of thing effects everyone, it's particularly frustrating to the time-keeping riders. Leaves you trusting your fate to the will of the gods, as a perfect ride by an Expert might well net a worse score than a lucky Novice.

At the break, Steven Nelson was leading the pack with a 22 for a possible high overall, and Curt Lahring, Don Zobel, and Darrel Cale were leading the Open, 250 and 125 classes with 24's. As Arizona doesn't have a cadre of classified enduro riders, the club was awarding trophies only by displacement classifications. Only two-three points separated the leads and the next two places in each class.

Time to go. Let's see, how'd he explain that at the riders meeting? Add 15 to your number, take that from your last score, subtract that from your 60 minute lunch break, add that to your last score and that's the time to leave – 81? One of us doesn't understand all they know about the New England interval system. Back to the restart line, and 83 is up – far out, two minutes late before I start. There's 80 of us still running. Down the pit road to the main road and there's a W showing both ways. The marking again – too much. I'll try north I guess, and I'm off trying to get back on the 18 MPH average. Seven miles out I'm getting on time and it's off the road onto a trail and into check one. A 19 is up, and I was looking for a 81; guess that means I've lost another four points. Down into a boulder and cobble filled twisty wash. This went on for 15 miles! The tractable SD power, and neat Bul handling really shine here as I outran those near me and ran down several more. We're all tired, but I always liked rocks, and soon I'm all alone – and 10 minutes late.

Finally out of the wash and on a road. Catch up time, but it doesn't last long. The road degenerates into a washed out jeep road, the average drops to 12 MPH, a Forest Service sign says dead end, and we're heading toward a mountain. Smells like a killer hill is coming up. Now I'm able to run above the pace and I'm only three minutes down when the jeep road ends at a woodsy trail through the oaks that would look like home to an eastern rider.

The limbs are low and cross that trail, it's crooked as a snake, and climbing. Gerry Hoffer catches me in here, and I let him by. Soon we meet two riders coming down the trail, which by now is on the edge of a 30 foot cliff. Suspicions confirmed. We drag our bikes off the trail to the very edge of the cliff to let them by and press on. A little further, and the trail pitches up steeply. It's not that steep, but the altitude has sapped the bike's power. I stop to get some pictures of guys doing wheelies running downhill backwards while straddling a bike (that should be an Olympic event by the way – very

spectacular). A dozen or so riders get by me while I'm stopped. Richard Fogg on a 80cc Chapparal is one of them. The bike can't begin to get him up this first pitch, so he runs and walks with it up, and out of sight. Steffan comes by. Boy, is he late!

I'm off, and up the trail. The SD makes the pitch easily, but is definitely down on power. A little clutch slipping and footing later I arrive at the killer, and associated bottleneck. Take a number. I lose 30 minutes waiting my turn, and helping others through. Most everyone helps one another after a couple of riders lose it bad, and tumble ass over gas tank down hill. Over the top (with some help) and down the other side. The pack trail slowly improves to a jeep trail and then check three — 126! Far out, down 107. Later this check is found to be off by one hour, but the hill has done in a lot of decent times.

On down the jeep trail and I'm feeling good again, and getting it on. Almost done, kind of like the horse, guess I can smell the barn. Back on the road, and into the pits. Well, at least I finished.

The club has the event scored by late afternoon, and hands out the awards on the spot. Fifty-six of us made it in before the cutoff. Transplanted Californian Dave Woods takes high overall with a 35. Curtis Lehring hangs in there on the second loop to take the Open class with a 43. My clubmate Paul Edwards nabs the 250 with a 48, and Richard Fogg surprised everyone, (including himself), with the 125 win with a 56. Even more spectacular is that his score would have trophied in every class, including Open! Take that, Desert Master! Either that 80cc Chapparral is damn fast, or else it runs well with a heavy load.

Notable among the trophies is good guy Jerry Elson's second in the 125. Jerry is the Forest Ranger that first gained notoriety (to Cycle News readers) for his wonderful assistance during the 1972 Tonto. He's now working on the Coronado, but came back to the Tonto to take second in this Fall's run. The Nomads have achieved an excellent rapport with the Forest Service, and I think most of it is due either directly or indirectly to Jerry Elson. The Ranger on the district in which the run was held, Ken Bishop, was turned on to bikes by Jerry. In fact Ken has bought probably one of the first official Forest Service motorcycles! And his assistant got so stoked by the whole proceedings he went out and bought one for himself. Jerry is soon moving to the Prescott Forest, and I look forward to an enlightened approach to bikes there next. Maybe there's hope for us yet.

So that was it, a potentially fine run flawed by lack of attention to the fine points of an enduro. The average on the first loop was about right and the trail was easy to ride. It wasn't marked as well as it could have been, but most riders managed to find their way around. The fact that no one cleaned it I think can be attributed to the messed up times. If the aforementioned 23 minute correction is made there are several very good first loop scores. The second loop was fairly well marked, after the first seven miles, but the averages were a tad fast, particularly in the 12 MPH section. An eight would have been better, and six MPH would have given one time to work through the bottleneck on the killer hill. And of course the clocks again. Little details like the lack of posted key times and mileages at the check and speed changes hampered rider's efforts to navigate — and pretty well precluded any protests of bad mileages and time.

The club worked hard and I think more attention to details, such as marking, careful synchronization of times, and avoidance of bottlenecks, will produce a fantastic run next year. They've got the key elements, active and conscientious members, a good rapport with the land owners and managers, and bitchin', beautiful riding country. I'll see you there. ●

Results

High Overall: Dave Wood (Yam) 35.

Open: 1. Curtis Lahring (Kaw) 43; 2. Bob Edwards (Yam) 53; 3. Chris Sennott (Yam) 59.

250: 1. Paul Edwards (Yam) 48; 2. Jerry Brandon (Hus) 53; 3. John Fox (Bul) 58.

125: 1. Richard Fogg (Chp) 56; 2. Jerry Elson (Pen) 72; 3. John Steward (Zun) 88.

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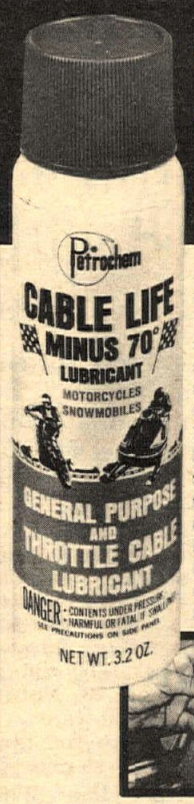

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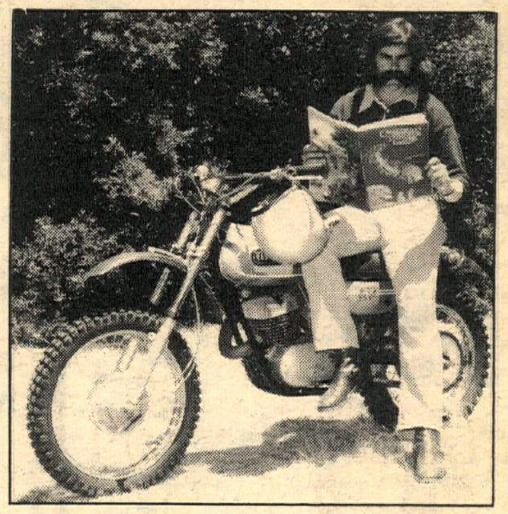

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Headless spectator "zaps" Actionland MXers.

Field rolling in Arizona

By Kent Nicholls

Photos by Nicholls & Son, Inc.

MARANA, ARIZ., FEB. 10

There comes a time in the life of every motorcycle rider when he is confronted with the temptation to ride his scooter in somebody's large rolling fields. More often than not, said rider gets a little help in resisting this enticing bit of rollicking by a very mean looking bib overall clad farmer toting a 12-gauge.

Not so for about 170 Tucson area riders. In fact they were invited to ride in a large field here in Marana, which Tucson motorcycle shop owner Gene Ashley set up as a mile long motocross course consisting of tight turns, loamy soil, a token jump or two, a really long front straight, and some choking dust just to keep riders awake.

The main characters in the 125 Expert plot were Honda riders Mike Goodrich, Carlos Serrano and Brad Mueller. These three So. Arizona riders always put on a good show and today was no exception with Serrano snatching the lead spot off the line. Just a front brake cable length behind were Goodrich and Mueller nearly side by side. Then in lap two, both Mueller and Goodrich slipped by Serrano and engaged themselves in some truly amazing close formation flying, Mueller in front, Goodrich just behind. The two would be side by side down the front straight, both Hondas dead even in horsepower, Mueller would keep it on a fraction longer into the corner-just long enough to stay ahead. The last lap saw them exchange the lead several times. Just when Goodrich was about to make the move that could have made the moto his, his gearbox hesitated just long enough to give Mueller a reprieve. Near the end of the lap, Goodrich was again at Mueller's backdoor when the little Honda contracted those old oiled plug blues and again let Mueller slip out of reach, this time for good. It also let Serrano and Paul Redman (Hon) (who had been methodically picking up territory every lap) get by for a moto finish of second and third. Even so, Goodrich garnered a second for the day. Mueller ended up first, Serrano third.

Today's 250 Expert go's main protagonists were Strasser, Sam Redman (Hon) and Bill Armstrong (Yam). Just after the rubber band snap, Strasser pulled ahead with Redman in hot pursuit. In turn four, Redman and Strasser collided, both riders going down, allowing Armstrong to obtain the lead. Redman got up first and went after Armstrong, riding right on the edge. In a lap and a half, he caught the Yamaha rider. In the back of the course there lurked a viciously huge hole which gobbled up Armstrong, bike and all. This allowed Redman and a very hard charging Strasser to get by.

For two laps they played "wanna trade bikes?", with Strasser finally getting ahead in the last lap. At one point in their game, the two riders traded sides of the track while both defied gravity several feet off the ground. Disaster struck Strasser – he found the same hole Armstrong had laps earlier, allowing Redman to win both the moto and overall. Strasser was the day's second and Tim Kelly (Yam) nailed down third.

For a first effort, today's races were not bad. The track was narrow, dust was rampant both on the track and in the pits. The race got off to a late start causing the last set of motos to not be run. However the track was well thought out, the promoters had a good P.A. system and rider insurance, and not one person got hurt. The basis for a good operation is here, and future races should get better and better. ●

Results

Old Timers: 1. Bill Ewing (CZ); 2. Joe SanMartin (Suz); 3. Brad Lucas (Yam).

Minicycle: 1. Tod Mueller (Hon); 2. Ron Watmore (Suz); 3. Rick Watmore (Suz).

100 Nov: 1. Bill Renolds (Hod); 2. Richard Varner (Cha); 3. Ivan Bowen (Yam).

125 Nov Div I: 1. Randy Hamilton (Hon); 2. Randy Etchart (Hon); 3. Mike Kliginger (Yam).

125 Nov Div II: 1. Mark Green (Hon); 2. Lat Franklin (Hon); 3. Joe Landis (Hus).

125 Am: 1. Jeff Hammer (Yam); 2. Russel Bankston (Hus); 3. Steve Pastor (Yam).

125 Ex: 1. Brad Mueller (Hon); 2. Mike Goodrich (Hon); 3. Carlos Serrano (Hon).

250 Nov Div I: 1. Monte Gennai (Hon); 2. Billy Ball (Mai); 3. Paul Truhart (Hus).

250 Nov Div II: 1. Bill Childers (Hus); 2. David Lewis (Yam). 3. Dennis Maxwell (Hon).

250 Am: 1. John Sewell (Yam); 2. Bob Oder (Mai); 3. Gary Hedglin (Suz).

250 Ex: 1. Sam Redman (Hon); 2. Steve Strasser (Yam); 3. Tim Kelly (Yam).

Open Nov: 1. James McMahan (Mai); 2. Edward Thomas (Suz); 3. Tim McDaniels (CZ).

Open Ex: 1. Steve Strasser (Yam); 2. Layne Hanna (Mai); 3. James Kirk (CZ).

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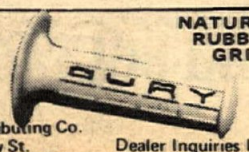

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The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.
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Cycle News North

Sawmill Enduro

Story & Photos by James Brammer

UPPER LAKE, CAL., FEB. 17

Sawmill enduro winner, Ben Bower (Hus) from Mt. View said, "It was a difficult course, and that is why the bottlenecks." Bottlenecks on the 96.4 mile endurance run in the Mendocino National Forest caused the majority of seven hundred riders to be disqualified somewhere along the trail for being too late. Bottlenecks occurred on wide paths in woods when soft trails became rutted, or on slick hills when riders jammed too closely together. However, Bower's greatest single point loss was six, for arriving three minutes too early at check number three. He arrived at other checks one or two minutes late and was late at the finish for a total of 17 points. He said, "There should have been about seventy-five riders ahead of me out of the gas check, and there were only five." The gas check was at 55.4 miles, but a hill after that eliminated a lot of riders. With start number 15-E, Bower was third man arriving at the finish and with less points lost there than anyone else. Bill Lyones, number 4-A, was the first man in only a minute or so before Bower.

The North Bay Motorcycle Club used the Middle Creek C.C. Camp grounds east of Upper Lake for the start and finish. The route schedule called for 20 miles an hour average until the gas check and then 24 MPH back. The run should have taken 4½ hours, but it was made more difficult by snow in the mountains on Friday night, a thaw on Saturday, and then a hard freeze Saturday night. Early starters Sunday morning had to contend with iced hills and heavy frost on logs. The later starters in B and C classes had soft mud on the hills.

Lynn Ritner (DKW), the only "B" rider to finish in the 125 class broke his clutch cable on the starting line and then completed the run without a clutch lever losing 176 points. His start number was 58-C.

Bill Kingery from Vancouver, Washington, down for his second Sawmill run was out after about 56 miles when a bottleneck on a hill caused him too much delay to continue. He said, "We don't have anything but mud in Vancouver this time of year. I have to come down here to ride. The run was great fun!"

There were several other riders from distant points in Oregon and Nevada, many from Santa Maria, and some from Bakersfield.

Though there is not an official count of team results yet, first place may go to Far West of Eureka, California, with a Penton team finishing, first, second, and fourth in the 250 B class with a score of 247 points.

The Ridge Runners Motorcycle Club team from Santa Cruz finished 1-2-3 in the open "B" class with a score of 254.

If there are any "A" teams with all riders finishing, they possible could have a lower score to win. ●

Ben Bower shakes off the competition and himself.

Results

125 A: 1. Jim Jenkins (Pen), 49 pts; 2. Rod Goehring (DKW), 91; 3. Al Haner (Pen), 134.

125 B: 1. Lynn Ritner (DKW), 176; 2. Roy Davis (Hus); 3. Johann Tam (Hon).

125 C: 1. Dennis Curtain (Pen); 256; 2. Sam Terry (Hon); 3. Stanley Jones (Pen).

250 A: 1. John Troutt (Yam), 23; 2. Bud R. Hamilton (Pen), 26; 3. George Newsom (Pen), 45.

250 B: 1. Jay Stradley (Pen), 75; 2. Dave Cull (Hus), 79; 3. Rich Miller (Pen), 84.

250 C: 1. Chris Brown (Kaw), 203; 2. G. McGready (Suz); 3. Alan Nannen (Hon).

Open A: 1. Ben Bower (Hus), 17; 2. Marvin Hurlburt (Hus), 32; 3. George Neilson (Hus), 40.

Open B: 1. Bob Bowers (Hus), 75; 2. John Moore (Hus), 83; 3. Ron Cash (Suz), 96.

Open C: 1. Gary Howard (Hus), 47; 2. Bob Sturgeon (Hon), 127; 3. Art Parker (Suz), 187.

TRA MX

By Shirley Campbell

EUGENE, ORE., FEB. 10

After a dry week the fog moved in and it was hard to see the starting line from the finish line. This didn't seem to have any affect on the riders however. The track conditions were excellent and there was a lot of good, fast racing.

In the 125 Junior class there were twenty four bikes. When these riders took off from the starting line it sounded like thunder. Brad Larson (Yam) flat blew everybody off, winning all three motos.

Steve Williams (Bul) rode very hard in the 125 Expert class to win overall honors. Dean Rhodes (Hon) took second with a very close third to Charlie Patterson (Hus).

100 class action was Randy Binder (Yam) and Rustin Gore (Yam) outdistancing everyone. These two put on quite a show. Binder won the first two motos with Gore taking the third. They say the winner is the guy who doesn't make any mistakes. Maybe next race it will be Rustin Gore?

Another close race was the 200 class. First moto show was Chet Campbell (Pen) fast off the line with Pat Healey (Puch) on his back tire. Healey got by Campbell and won the first moto. Second moto, Campbell again off the line first led it all the way with Healey very close. Third moto was the same story Campbell in the lead with Healey pressing close behind. Healey took over the lead and lost it. Campbell held the lead until the white flag when Healey made his move and won.

Not a bad show for Doug Wiley (Yam) in the 250 Junior class. Wiley had no trouble winning all three motos.

In the 250 Expert class there was a lot of fast action. First moto brought Brad Hurst (Suz) out in the lead with Steve Williams (Mon) and Keith Nerseth (Pen) right on him. Williams took over for first place with Nerseth taking second and a close third to Hurst. In the second go, Hurst again first off the line. Williams was in second with Nerseth closing the gap. Williams pressing hard, fell, and Nerseth was second. Williams taking up the chase again had a taste of the dirt but stayed in the race to take a third. Hurst was in front all the way with Nerseth taking second. Third moto, Williams being the fine rider he is, was out in front all the way. Hurst was second with a third to Skeet Hise (Mon). Williams took first overall for the day with a close second to Hurst.

Modified Minibike rider Loren Erickson (Hon) did it again. Erickson took overall first for the day with a second to Tony Blanton (Hon). Shawn Steinback (Hon) was third.

Dave Weleber (Hus) won all three motos in the Open Junior class.

Open Expert action was again controlled by Charles Standeford (CZ) and Jack Heeter (CZ). Standeford being the consistent rider he is took first in all three motos. •

A tight packed first turn is not the optimum place to turn on your gas tap.

Deschutes MX

By Jan Newman

BEND, ORE., FEB. 10

At long last we were treated to the kind of conditions Bend is supposed to be known for. Perfect track condition and a decent day allowed the riders to concentrate on such mundane things as going fast, staying up and getting by the guy in front. Good racing was the result.

The most interesting race was the 125 Inter-group. Intermediate riders always seem more evenly matched in ability than any other class and today nearly all of the entrants were on Elsinores. Two Suzukis and a Yamaha dared to sign up but never really entered the contest. Paul Weber won two of the three motos and was second in the other but behind him it was a tight shuffle in all three motos. Mark Newberry squeeked into second.

Bill McCormick (Yam) came back to win the 100 Junior after a first moto endo. Rick Bates (Hon) took the big brass in the 125 Junior with two wins. Mike Fearn (Mnk) won the final race and second overall.

Barney Newman (Pen) took the checkered all the way in the 125 Expert. John Brown (Hon) was right behind for second.

Once again Chuck Hagen (Hus) won the 250 Junior class as they rode with the Intermediates. Rod Kentner (Yam) is also a familiar winner in the Intermediates. Jerry Larson won the first race on a Penton but yielded to Kentner in the final two.

The Open Junior and Intermediate classes also ran together. The ever growing competition between Jim Newman (Kaw) and Denny Howard (Hus) gets tighter every race. Each had a win behind him when the final moto came around. At the flag Newman was less than a bike length ahead of Howard. Dave Ekerson (Mai) won the Intermediate trophy and also was winner of $25 in a drawing which is now held each week for trophy winners.

Barney Newman (Mon) tried to sweep right through all the Expert races but somebody swiped his broom. After winning the first two Open Expert motos he was unable to start his bike for the final race. Randy Limbeck and Kevin Nofziger traded the lead a couple of times on their Hondas before Limbeck took the win to put him in first overall. Newman finally got started halfway through the race when he found his problem was water in his gas. He wound up second, with Nofziger third for the day.

Gary Mack (Hon) was the big guy for the little guys today. Second Mini was Rowdy Blasdell (Yam). •

Results

100 JR: 1. Bill McCormick (Yam). 2. John Baltzar (Yam).
125 JR: 1. Rick Bates (Hon). 2. Mike Fearn (Mnk). 3. Barry Stevens (Yam).
125 INT: 1. Paul Weber (Hon). 2. Mark Newberry (Hon). 3. Wayne Olson (Hon).
125 EX: 1. Barney Newman (Pen). 2. John Brown (Hon). 3. Gary Heater (Hon).
250 JR: 1. Chuck Hagen (Hus). 2. Gary Sellards (CZ). 3. John Milich (Hus).
250 INT: 1. Rod Kentner (Yam). 2. Jerry Larson (Pen). 3. Rick Ferris (Yam).
OPEN JR: 1. Jim Newman (Kaw). 2. Denny Howard (Hus). 3. Tom LeClerc (Yam).
OPEN INT: 1. Dave Ekerson (Mai). 2. John Ojala (Hus).
OPEN EX: 1. Randy Limbeck (Hon). 2. Barney Newman (Mon). 3. Kevin Nofziger (Hon).
MINI: 1. Gary Mack (Hon). 2. Rowdy Blasdell (Yam). 3. Ron O'Halloran (Ind).

Barney Newman (Mon) won the first two 250 Expert motos.

Nor-Cal MX

By Steve Castillo

Photos by Al Manly

LIVERMORE, CAL., FEB. 10

A new track greeted all who showed up today for Nor-Cal's Motocross. The new track offered good traction throughout the day.

Bill Grossi looked like he was connected to the proverbial wire as he maintained perfect control through both races. Bill was riding a basically stock Elsinore save the moved-up rear suspension which everybody seems to be running nowadays.

Grossi won both 30 minute races with a wide margin over second place Ron Self, who is now riding for Penton-West. Dan Turner pushed his Coleman sponsored Husqvarna to third overall.

John Dieu put two seconds together to pick up the win in the Open Expert class. Russ Powell played the meanie and gave John a good race for the money. Russ took his Honda in for second overall. Coming in third was Maico mounted Mike Hammel.

Mike Phillips (Mai) had a race going in the Open Intermediate class with Ray Arndt also riding a Maico. They both led for awhile but Mike came out ahead and picked up the win. Ray had to be content with second, Kim Blacksmith came in for third on his CZ.

Paul Johnson completely wiped-out the rest of the 125 Intermediates. He won both motos with apparent ease. Dave Robison (Suz) rode a good race and picked up second overall. •

Results

Mini: 1. Neal Snarr (Ste); 2. Kirk Wood (Yam); 3. Kent Wood (Hon).
100 Jr: 1. Don Cantaloupi (Hon); 2. Don Franklin (Hon); 3. Cam Johnson (Yam).
125 Jr Div I: 1. Wayne Murray (Hon); 2. Greg Hebard (Hus); 3. Ray Franklin (Hon).
125 Jr Div II: 1. Ray Serler (Hon); 2. Robin McKinney (Hon); 3. Drew Neminan (Hon).

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Danny Turner (Hus) was third 250 Expert getting beaten out by Penton-mounted Ron Self.

125 Jr Div III: 1. Kevin Auntrand (Hon); 2. Steve Young (Suz); 3. Dan Castelhine (Yam).
250 Jr Div I: 1. Tom Pries (Hon); 2. Dan Piffero (Pen); 3. Gary Powell (Hus).
250 Jr Div II: 1. Dave Taylor (Hon); 2. Brad Rulien (Hon); 3. Greg Steil (Hon).
Open Jr: 1. Charles Longmire (Suz); 2. Robert Olsen (Hus); 3. Roger Lollar (CZ).
Powder Puff: 1. Amy Johnson (Yam); 2. Linda Clair (Yam); 3. Mary Kirk (Hon).
Old Timers: 1. Don McKenzie (Bul); 2. Gene Miller (Mai).
125 Int: 1. Paul Johnson (Yam); 2. Dave Robison (Suz); 3. Charley Morse (Suz).
250 Int: 1. Dane Turner (CZ); 2. Jerry Castillo (YZ); 3. J. P. Morgan (Bul).
Open Int: 1. Mike Phillips (Mai); 2. Ray Arndt (Suz); 3. Kim Blacksmith (CZ).
125 Ex: 1. Klauss Holland (Hus).
250 Ex: 1. Bill Grossi (Hon); 2. Ron Self (Pen); 3. Dan Turner (Hus).
Open Ex: 1. John Dieu (YZ); 2. Russ Powell (Hon); 3. Mike Hammel (Mai).

Both Self and Turner were aced by new Honda teamster Bill Grossi, who won both 30-minute motos.

Nor-Cal Mini MX

By Harry Pelliccione

MARYSVILLE, CAL., FEB. 10

The Nor-Cal Mini Bike Club held the first of a four race motocross series Sunday Feb. 2, 1974. For a first effort, everything went along smoothly. As the race was held on the Feather River Clubs' track it was a real challenge to the mini "racers."

The course was approximately ¾ mile long with a nice long straightaway and a steep downhill along with all the other jumps and turns of a good MX track. Three, 10 minute motos were held so the kids got plenty of riding time for their money.

There was a light turnout as only about 35 riders showed up but the races were none the less exciting. All classes were well represented.

The five riders in the 50-60cc class raced very hard. The 70-80cc Novice class had 13 riders. Well known Novice, Leon Ellis, took three firsts for the overall win. In the 70-80 Am-Ex. race the boys put on the best race of the entire day. The first moto was won by Marvin Honeycutt with Rodney Saling right on Marvin's rear wheel. Rodney led the second moto until the last lap when he came off a jump, hit the Honda kill-switch with his knee, killed the engine, and let Marvin slip into the lead for the finish. In their final moto Saling and Honeycutt played cat and mouse, with Saling getting the checkered flag. Honeycutt won the trophy with a slim one point margin.

The 90-100cc class had it's exciting moments as Dave Coupe and Tony Saver diced it out with Coupe taking home the brass. ●

Results

50-60cc: 1. Steve Dillingham (Yam); 2. Andrew Pelliccione (Hon).
70-80 Nov: 1. Leon Ellis (Hon); 2. Mike Amato (Hon); 3. Deake Lyndall (Hon).
70-80 AM/EX: 1. Jim Cartwright (Hon); 2. Marvin Honeycutt (Hon); 3. Rodney Saling (Hon).
Open Nov: 1. Cave Coupe (Yam); 2. Tony Saver (Yam).
90-100cc: 1. Jim Carpenter (Ste); 2. James E. Fish (Kaw).

Santa Rosa Indoor

By Bill Spencer

SANTA ROSA, CAL., FEB. 15

With only tonight's event and one more Friday night on tap before the Cow Palace show, Saturday, March 2, it was time for the nearly 200 riders to think about points. For some, how to get them and for others, how not to get them.

A young man like Randy Mamola really doesn't need any more points in the 100 Novice class. If he gets any more, he will become a 125 Junior and he doesn't want that to happen until after the Cow Palace. Chris Paulson on the other hand, would like to gather enough points to close the gap so that he might have a chance at the Cow Palace brass.

Chris did as well as he could in tonight's 100 Novice main with a very good win over Mamola and Team Cancilla's Hodaka. It will be an interesting race at the Cow Palace.

Jerry Kole doesn't really need any points unless he's after a White Plate, which he already has. Jerry keeps winning the 360 Expert class and will have no trouble winning the overall Cow Palace championship if he can interrupt his Pro schedule for that event.

Dave Goodwin returned to the oval for the first event since San Jose closed and while not getting a trophy, he still leads the 360 Novice class by three points.

The 250 Novice is another thriller class with different winners every night. Jack Pedersen got his Kawasaki set up for the charge and won the event over Walt Gardiner and Pat Lawler while the two high point guys didn't do much.

Gary Cooper and Ken Peschel aren't too worried about the 22 points that Pat Rose has in the 360 Junior class. It seems that Pat was collecting points in numerous classes and then wound up as an Expert. Cooper has been trying to get his act together and stay off the ground so that he too can be in the hunt, along with the hard charging Peschel.

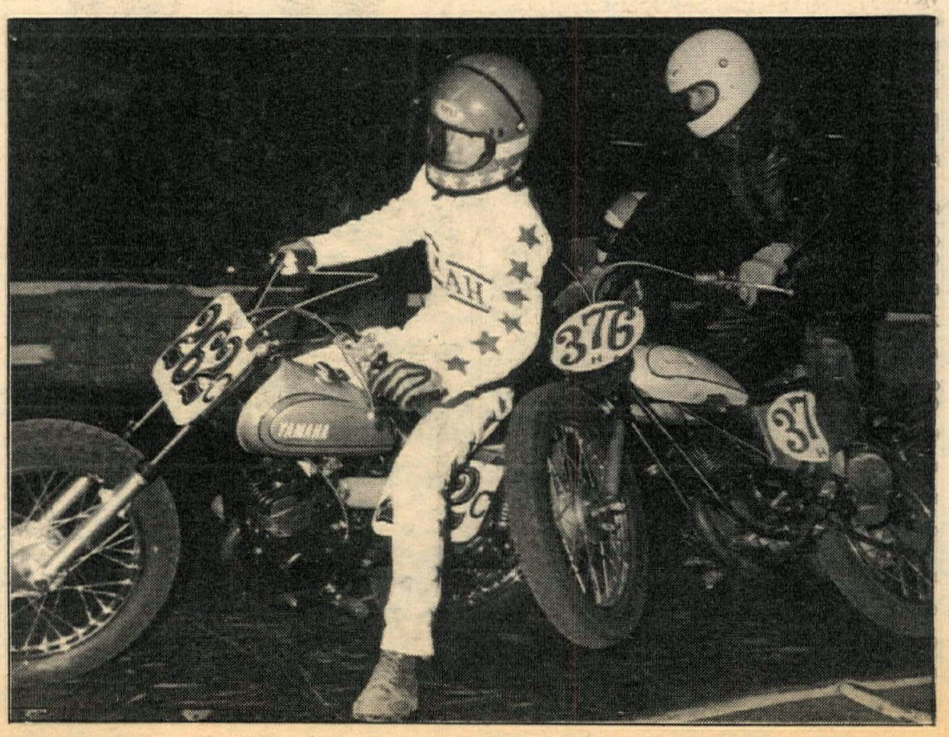
Jim Mertens sits with a one point advantage in the 125 Novice class over Eric Weissler and while Weissler has gone on to the Junior class, Mertens was unable to capitalize on the race tonight. Jim Jepsen and Jace Carter dueled it out to win over Dave Elkins, none of these three are the third man in points. Rodger Slack holds 14 points, just three behind Mertens, and that will be a close run to the wire with two remaining events.

The Cow Palace event is open to all riders with AMA and D-36 short track cards and sign-ups will begin Saturday morning at 8 a.m., minis too. ●

Results

OVERALL HIGH POINT TOTALS for Mar. 2—Cow Palace'
100 NOV: 1. Randy Mamola—39. 2. Chris Paulson—27. Scott Luhdorff—19.
125 NOV: 1. Jim Mertens—17. 2. Eric Weissler—16. 3. Rodger Slack—14.
125 JR: 1. Mike Delacy—12. 2. Lonnie Kerley—11.
175 NOV: 1. Dennis Sickle—16. 2. Danny Souza—11.
200 NOV: 1. Tony Alves—33, 2. Scott Luhdorff—25. 3. Ed Perry—15.
250 NOV: 1. Ray Gomez—27. 2. Frank Borba—24. 3. Danny Souza—21.
250 JR: 1. Larry Silva—33. 2. Andy Whitaker—23. 3. Geoff Lowe—20.
250 EX: 1. Steve Eklund—32. 2. Larry Drew—22. 3. Kelly McIsaac—21.
360 NOV: 1. Dave Goodwin—14. 2. Joe Hardy—11. 3. Ed Heeney—9.
360 JR: 1. Pat Rose—22. 2. Gary Cooper—18. 3. Ken Peschel—17.

Santa Rosa Indoor, preview of Cow Palace action.



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Val Tamietti slides into 250 Expert first place.

A.M.C. MX

By "Thew Asp"

ORANGE, CAL., FEB. 17

First race off the line was the combined 100 class with the 125 Beginners. Taking an unchallenged first place victory for the 125 Beginners was the Honda of little Paul Shones. Right behind him in almost every race, and taking an eventual second was speedy Eddie Kindwiler (Hon), with Randy Kendrick (Suz) ending up third for the day.

The 125 Novice-Junior-Intermediate Combined held some interesting racing in store for all three of its classes. Overall winner in this group was Intermediate, Robert K. Lunt (Hon), which left Richard Zaller (Hon) no choice but to take second place. The Junior first place trophy was awarded to Scot Clifton (Hon), second place being grabbed by Mark Elder (Hon).

The 250 Beginner-Novice-Junior Combined race followed. This week the Novices seemed to out do the Juniors at their own game with Tom Cross (Suz) leading the entire pack in just about every race to a glorious first place position in his class for the day. Back in the pack Bill Haney (Kaw) managed to work his way through the sea of machines and bodies to take a well deserved second place, with DeWayne Stark (Suz) finishing in third. As for the Juniors, it was Bultaco mounted Don Whitaker who managed to hold off the constant charge of YZ rider Dale Luedtke, for that sweet, sweet, first place brass. Bringing up the rear was Kim Van Buskirk (CZ) for a third place finish. The Beginners saw Richard Breedveld (Yam) go on to an unchallenged first place victory over his group with Craig DeSoucy (Yam) getting second while third went to his brother Mark, also on a Yamaha.

The Combined Expert race, although not up to its usual amount of Experts, still managed to put on a good show for spectators as well as for the riders involved in the race. The overall winners of the three classes combined was Val Tamietti on a Honda 250. Second place was Patrick Flynn (Yam) and third Husky rider, Scott Miller. The Open Experts saw a very happy Ben Del Campo (Yam) take an easy first place victory over his two competitors. I say easy because what else could you possibly get when your competition breaks down after the first or second moto? •

Results

100 Beg: 1. David Ortega (Yam); 2. Mike Palumbo (Ind).
100 Nov: 1. Dave Murphy (Suz).
125 Beg: 1. Paul Shones (Hon); 2. Eddie Kindweiler (Hon); 3. Randy Kendrick (Suz).
125 Nov: 1. Oscar Jackson (Hod); 2. Geoffrey Northcote (Hon); 3. Bruce Glenn (Suz).
125 Jr: 1. Scot Clifton (Hon); 2. Mark Elder (Hon).
125 Int: 1. Robert Lunt (Hon); 2. Richard Zaller (Hon).
125 Sr: 1. Gary Stokes (Pen); 2. Alfredo Rodil (Suz).
250 Beg: 1. Richard Breedveld (Yam); 2. Craig DeSoucy (Yam); 3. Mark DeSoucy (Yam).
250 Nov: 1. Tom Cross (Suz); 2. Bill Haney (Kaw); 3. DeWayne Stark (Suz).
250 Jr: 1. Don Whitaker (Bul); 2. Dale Luetke (YZ); 3. Kim Van Buskirk (CZ).
250 Int: 1. Mike Hixon (Yam); 2. Mark Lauson (Hon).
Open Beg: 1. Cliff Hicks (Suz); 2. Jesse Ortega (Yam); 3. Mike Duffey (Mai).
Open Nov: 1. Fred Nelson (Mai).
Open Jr: 1. Gregory Sexton (Mai); 2. Michael Halberstadt (Hus).
Open Int: 1. Carter Read (Mai); 2. Dave Orozco (CZ); 3. Carloz Munoz (Mai).
125 Ex: 1. Ron Palmer (Hon); 2. Jon Clark (YZ); 3. Dave Carlson (Hon).
250 Ex: 1. Val Tamietti (Hon); 2. Patrick Flynn (Yam); 3. Scott Miller (Hus).
500 Ex: 1. Ben Del Campo (Yam); 2. Robb Riggs (Mai); 3. Steve Sullivan (Mai).

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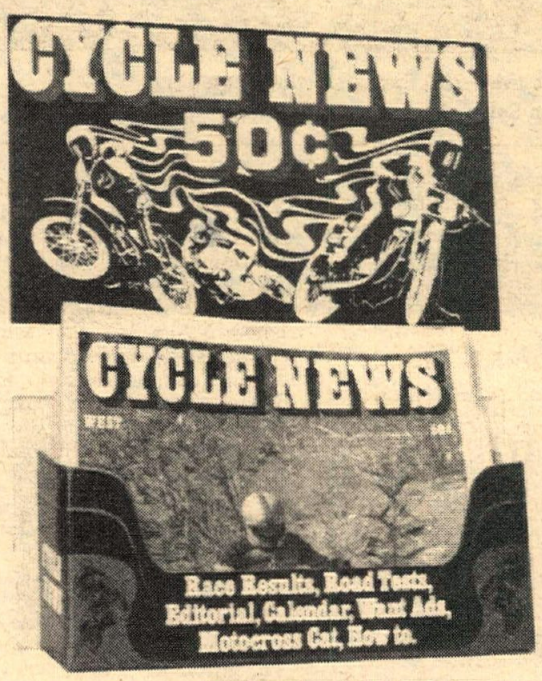

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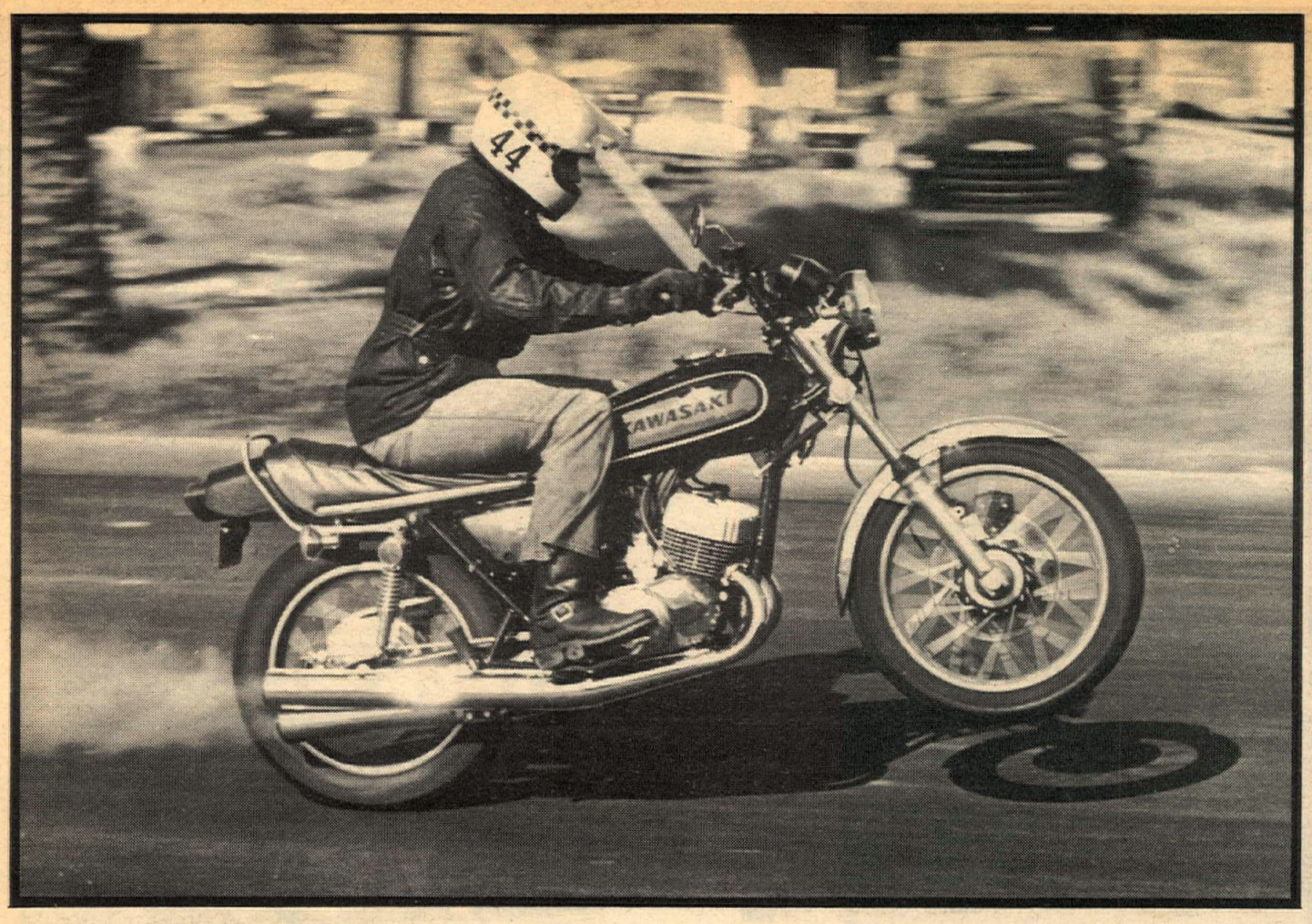

The Mach III is still a hot dogger, as much as any other 500 class machine. The wheelies are fun, the smoke is bad.

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BY ART

PHOTOS B JOHN ULRIC

If you're into Kawasaki 500 triples like I am, you've probably noticed that every year when a new model comes out, the brochure promises "better handling." And if you talked to dealers they'd all tell you that "this year it doesn't wobble, for sure." At least that's what they used to say. In the last two years, the dealers have begun to say, "this year Kawasaki says that they have the wobbles cured."

I think that they first started saying that the wobbles were gone back in '71 when I bought mine. It wobbled all right, but I've ridden plenty of bikes that wobbled much worse. One of the bikes that I've ridden that wobbled worse was a 1972 Kawasaki 500 (H-1C). Its problems were amplified by an absurd lack of ground clearance caused by super-soft springs at the rear. I'd been thinking about buying one because the 1972 version was the first one to get a disc front brake, but I lost interest quickly, partially because of the wobble, but also because the '72 didn't have the CDI ignition.

The 1973 Mach III H-1D almost became a legend in 1973, because of its "reported to be greatly improved" handling, (as one dealer described it). It actually wobbled about the worst of any of the H-1s. However, the '73 had improved ground clearance (it was adequate) and had the magneto CDI from the 750cc Mach IV. That bike, if it was running fast – say 85 – would start wobbling if you hit the *slightest* ripple while turning even a little. I won an impromptu speed-wobble contest on one at Riverside Raceway one day by having the longest speed wobble of any one present. "It takes your breath away" commented one observer.

It would, in fact, take your breath away all the way from turn one to turn six and then start up again through turns eight and nine. Of course, if you are tired of these *cheap* thrills, you can buy my H-1R, (I'm only asking $600), and have a go at a *real* thrill. It isn't too bad except for the fact that the thing is going so much faster – they'll go over 150 MPH.

The point of all this is that trusting the new model literature when it promises "better handling" for the 1974 H-1E model is like trusting Colonel Sanders to baby sit your chickens (or rats).

I laughed when I read the '74 model brochure which did, of course, claim better handling. The way that I initially saw the H-1E was slower (traditionally each one has been slower than the previous one), quieter, maybe more economical with petrol, and given to handling like last year's (since no major company could sell anything that handled much worse than last year's).

Imagine our surprise then when we found what we actually had. The 1974 Mach III is faster than the '73, quieter, more economical (at least we got better mileage, but that may reflect the new speed limit), better looking, and better handling.

This is made more puzzling by the fact that it looks pretty much like last year's bike. This is unusual in itself. Every year the H-1 has had big changes. There have been three separate ignition systems on various years. (Magneto CDI, which although not able to spark the older model's absolutely foul-proof surface gap plug – they wouldn't foul even if you smeared them with wheel bearing grease – is found on this year's bike and seems to be the most reliable and cheapest to replace if it isn't.)

Frames have been changed several times as have styling, tire tread designs (this year it got a rib up front which doesn't do the Rain Groove Boogie), cylinder port configurations, combustion chamber shapes, forks, brakes, exhaust systems, steering dampers, and many miscellaneous bits. And there's always the H-1R production road racer which shared nothing except maybe (I've never been able to get a straight answer) the cases. The H-1R had different cylinders, two different types of special heads, a dry clutch, a transmission that won't work in your street bike without the other parts, a special crank (you can't use it either), 35 millimeter carbs which are a size you aren't going to find any where else, and, of course, a completely different chassis. (This was legal for AMA competition?) It was exotic but it didn't resemble the street bike much – but then does a Yamaha TZ-750?

All this new and different stuff on each model didn't do much for the dealer who was trying to keep a complete parts supply. So it was refreshing to see this year what appeared like a bike that had some interchangeable pieces with other years' models.

They have changed the shocks on the H-1E, though. They were the most obviously lacking thing on the bike this year besides the gas tank which leaked (but which would have been covered under Kawasaki's warranty). Maybe all the mercury that we're dumping in the oceans are beginning to affect the fish oil that is alleged to come in all Japanese suspension units, because we've had a rash of "I go pogo" shocks on Japanese bikes we've ridden. These weren't as bad as the pogo sticks on the Honda CB-360 that I tested recently, but they weren't good; they were worse than previous years, certainly. Which means that the improved handling has to come from somewhere else. Not the forks, they're the same as last year. Where, then?

These things are difficult to pinpoint. No one has ever managed to convince me that they have the answer to the question, "How do I make my Kawasaki three stop wiggling?" Some of the suggested improvements include better shocks, gusseting various parts of the frame, a better swingarm, better swingarm bushings, more precise front fork bushings, careful alignment of the wheels (can't hurt), different tires, a host of different front fork damping fluids, tightening the swingarm pivot bolt (This one seems to work for me.), tightening the steering head pivot (I do this, too.), loosening the steering head pivot, and adding more wheelbase. The latter is what Kawasaki says they've done to improve handling this year. The specs on this year's model say that the wheelbase is 55.5 inches. The specs on last year's bike say that its wheelbase was 55.5 inches. So we measured. This year's bike was 55.5 inches. Last year's was 55.5 inches. Earlier ones were shorter. So why did the '74 H-1E handle better than the last year's H-1D when the former's shocks are worse? Because we got a good H-1E and an H-1D that just wasn't as good, probably. The chassis and swingarm is the same except for the chain adjuster and the chassis probably has a bracket changed somewhere.

Anyway, when you corner hard the H-1E's rear shocks begin to pump and make taking a precise line while going

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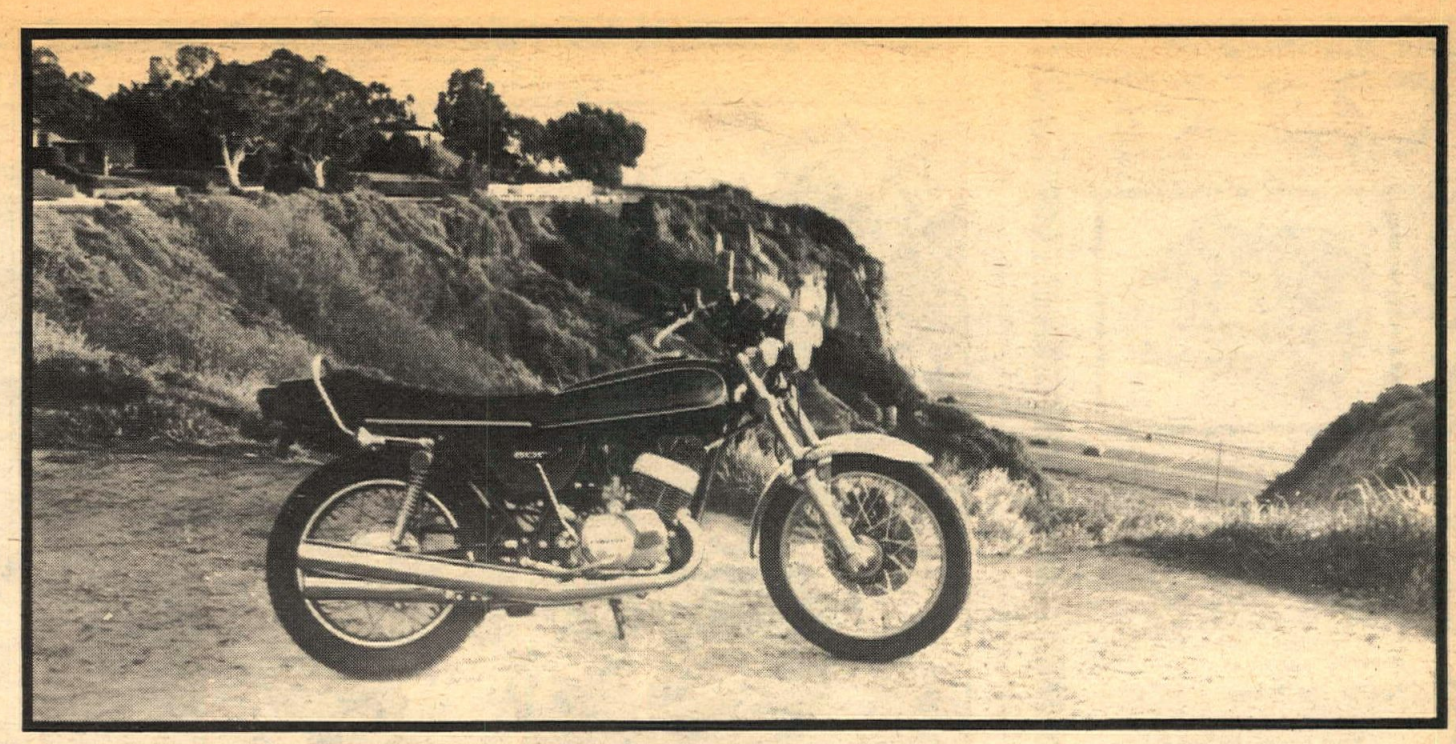


Styling is Oriental modern; colors red on purple.

very fast pretty difficult. The situation is worse if you are carrying a passenger; the extra weight seems to work up the suspension even more. It works best on smooth and not-too-fast corners. Better shocks would have helped our bike a lot.

There wasn't much else wrong with it except for the leaky gas tank, which is plainly unacceptable. Ground clearance was acceptable, but we would have liked more. Low speed steering was light and easy to live with.

The engine is basically the same as it started out in 1969. The magneto CDI has replaced the battery powered CDI of the early models and the 1972 model's breaker point triggered arrangement. The nicest thing about CDI with a magnetic pick-up is that you don't have to time the bike unless vibration makes the sensor-triggers slip. In over 30,000 miles of ownership (which included a great deal of racing), I never had to time my '71. That was a primary reason I bought it. I hated fooling with servicing a bike when I could be riding it, so I got one that only needed the carbs synched, and the chain, clutch, and brakes adjusted, (all of which could be done in about ten minutes), and the baffles cleaned every 7,000 miles. It was great. The chain was still going strong at 30,000 miles, incidentally.

The new pipes introduced in '73 are higher to improve ground clearance and curb clearance when you back up to curbs to park. They are also a whole different type. Instead of plain baffles like they had in '71, more recent H-1's have gotten fiberglass packed jobs which are much quieter – when you buy them. Unfortunately, the '73 H-1D that we tested last year was much noisier by the time it had rolled up 3500 miles simply because it had blown all the fiberglass away. The fact that the pipes were more restrictive in terms of power output is also unfortunate. The '74 pipes have a new part number and may have been improved all around; 1300 test miles wasn't enough to tell.

That may be the reason that throttle response seems to have been improved along with acceleration. Last year a handful grabbed at low RPM would only produce a lot of gurgling and not much action. This year we only got a little gurgling from the same stimulus and more forward progress. You can also get wheelies.

Like last year, though, you still get a lot of smoke. One staffer got his jollies by watching the cars disappear momentarily in his mirror when he grabbed a fistful of throttle. That's an act worth cleaning up.

We got a low of 29 MPG with a high of 46 MPG on regular gas (Boy, is that stuff ever getting regular these days!). Average fuel consumption was 38-40 MPG. The tank would get you about 120 miles before reserve came up. The industry definitely needs bigger gas tanks in these dry times.

The five speed transmission has neutral at the bottom. That is a pattern that people who aren't used to it find troublesome at first, until they need neutral in a hurry. You never have to fish to make the green light come on, just shift all the way down. On the other hand, if you are in first and unwittingly try for one more downshift going into a corner, you might have problems. Most people who get used to it prefer this pattern over the more conventional placement of neutral between first and second. The clutch held up its part of power transfer without complaint.

Kawasaki discs are pretty nice to work with. They don't require as much pressure as some others do, but they aren't so sensitive that the front wheel locks up when you least need it to.

Comfort level was pretty high. The seat is comfortable for one or two. Vibration is present, but it was never excessive. The engine is rubber mounted and vibration has descended to a level much lower than my '71. (The fact that my '71 had a .040 oversize piston in the right cylinder and standard sizes in the other two may have something to do with it.) Grips are just fine with gloves (You do wear gloves, don't you?), and the seat position was comfortable for a 500 mile jaunt to the nearest open gas station or just a few miles over to *Cycle Guide* for a job interview.

Our test bike caused our in-house chopper freak to comment that he never thought he'd see an attractive Kawasaki triple, but that he liked this one a lot. *That* is a compliment.

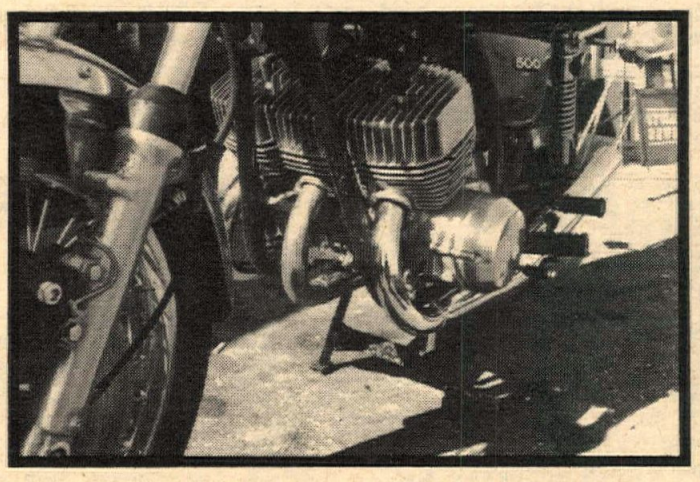
Our 1974 Mach III went about 600 miles on a quart of oil and only once needed a chain adjustment in the 1368 miles that we rode it. That was at about 1000 miles. The plugs in it when it went back were the same ones that it had arrived with. The spokes were still tight, but the back tire showed a little wear. (There were some wheelies . . .)

Our bike had excellent brakes, showed good reliability (nothing fell off), got acceptable mileage, was quicker than we expected (and quicker than any other bike in its class), had a high comfort level, and handled adequately except in very fast twisty stuff where the shocks acted up. We can't explain why the H-1E handles better than the H-1D; ours just did. What we'd like to see on the H-1F next year is a bigger gas tank and better shocks.

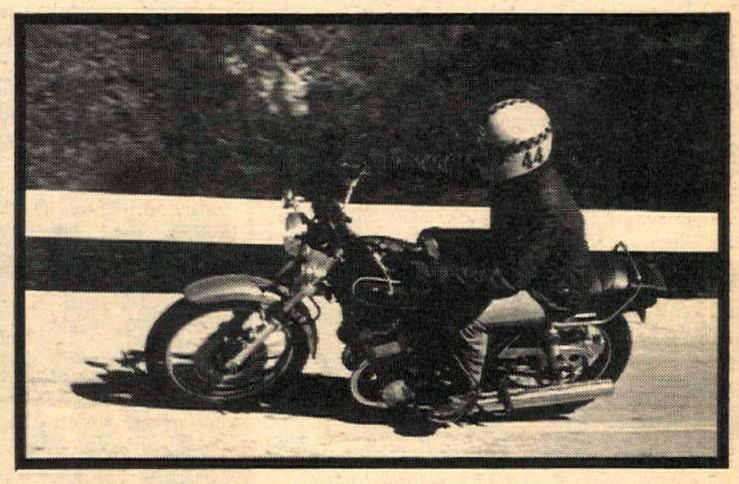
Cycle magazine has labeled the Mach III's competitor, the Suzuki 500cc Titan, "the best buy in motorcycling." However, the Mach III is faster, easier to service, more powerful, gets similar mileage, has a disc brake, may or may not handle better, is smoother, has a more sophisticated engine, and is generally more modern. As basic transportation it is about equal to the Suzuki, and as a sports machine, it offers more.

Saying the motorcycle is the best is pretty hard to substantiate. Certainly, because it cuts a different figure, the Kawasaki 500cc Mach III H-1E will be *the* buy for many people, even though it costs more.

It may be that you get what you pay for (as John Arbuckle used to say). •



The disc, the triple cylinders, the softly sprung shocks, the racy-looking pipes, everything that made the Mach III, still are.



Handling, long a bugaboo of the quick Mach III, was inexplicably but definitely better. The wobbles went away.

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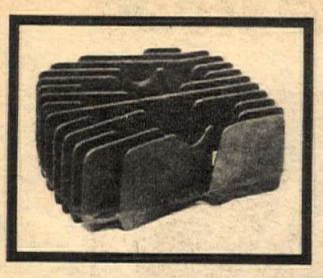

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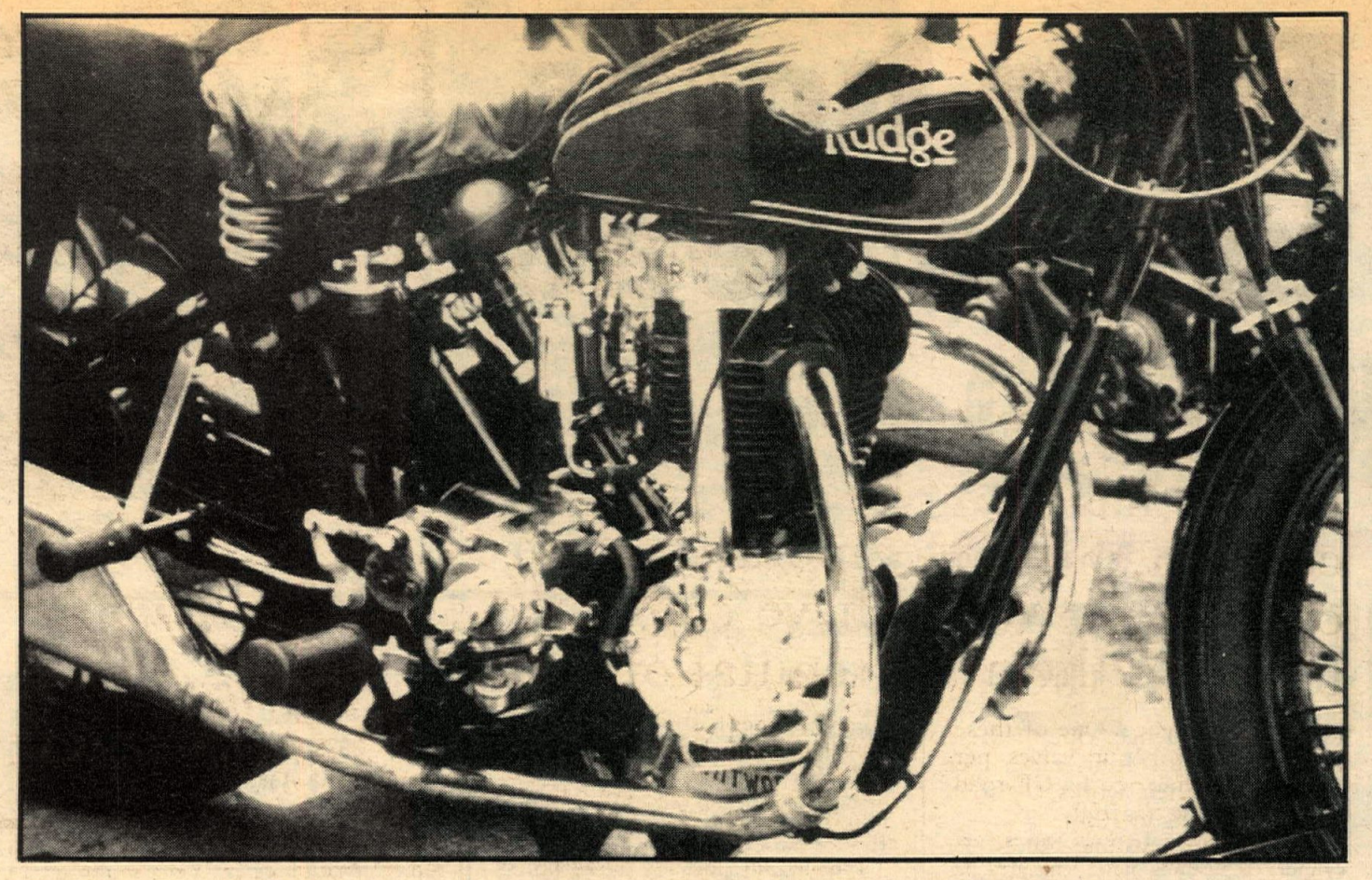

Who can ever forget the '39 Rudge? It was one of the first and most successful production machines with a four-valve head.

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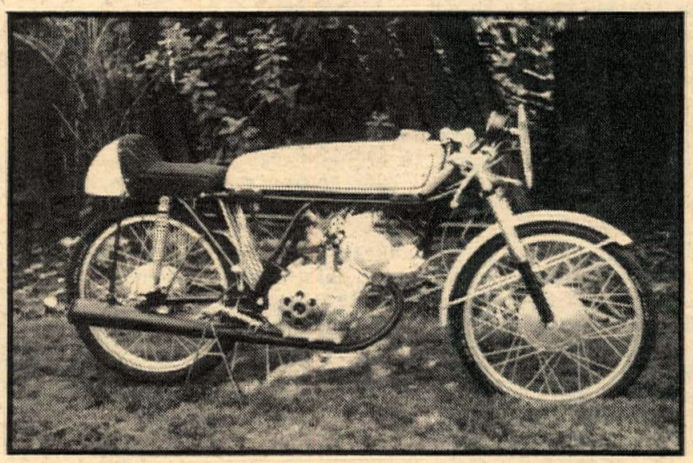
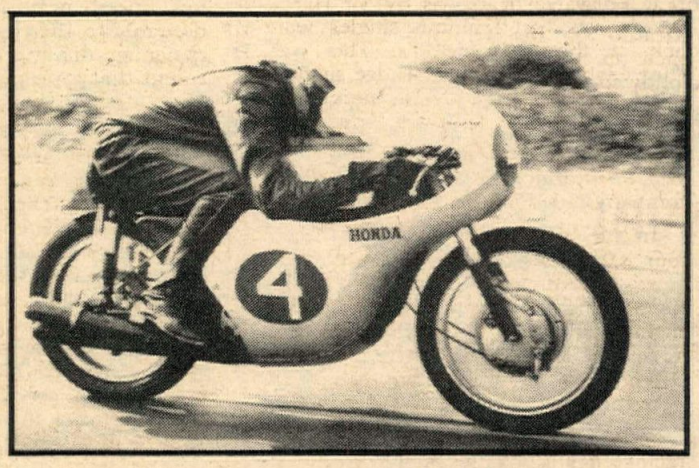


First Honda production bikes with the four-valve head, and first since 1939, were the CR series. The CR50 was a single.



The Honda 250-4 of 1961 was clocked at 137 MPH and initiated the era of Japanese domination in road racing.

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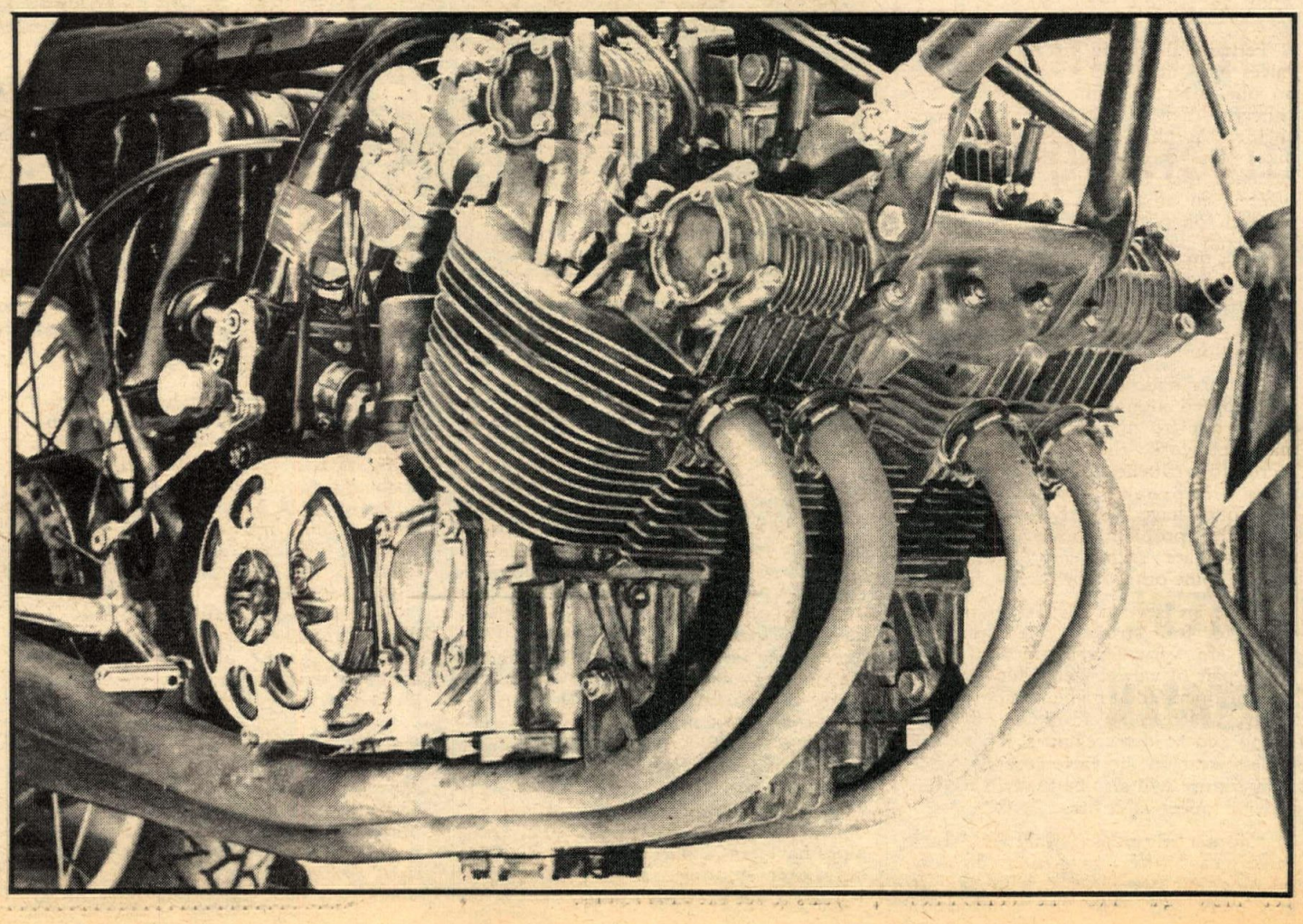
Honda enclosed the valve train on this 350-4 GP bike with four valves per cylinder. Exhaust valves ran cooler than in two-valve head. Trace the CB-350/4 back to this.



Four holes in the head

By Geoffrey Wood

Photos Courtesy "Motor Cycle," London, England

Honda has pioneered several concepts in the contemporary motorcycle scene which have combined to give them a reputation for technical excellence. One of these was the use of four valves per cylinder on their works GP road racers beginning in 1959.

But the use of four valves per cylinder is nothing new. The idea has been around a long, long, time. In the motorcycle field, the first significant use of a four-valve head was by Sir Harry Ricardo on his Triumph singles way back in the early 1920's. This was followed by the famous Rudge singles, which won both the 1930 Junior and Senior Isle of Man TTs using four-valve heads. Rudge also used the four-valve idea on production singles up until the company failed in late 1939.

In the automotive field, the use of four valves per cylinder has been even more widespread — at least in racing engines. Many Formula One Grand Prix engines have used four valves and even here in America, the famous Offenhauser fours of many years ago were following this line of design.

Why, then, if the idea is good in racing engines, has it taken so long to be adopted for roadster power plants, or even on production racers? The first "modern" use of four valves was on the 1964-65 Honda "replica" road racers. On street bikes, the credit goes to the Honda XL-250 single introduced a few years ago. Both bikes were, and are, very successful.

Perhaps the main reason why four valves have not been used more is that no one took the time to research the concept, then develop a truly superior engine. Up until the 1961 Honda GP bikes hit the scene, there was no evidence that four valves per cylinder offered an advantage. Honda did the research on port shape, valve location, size, and breathing. When they had finished, they built the most technically sophisticated four-stroke racing engines of all time. It was just a matter of time until they applied the idea to production models.

Another reason why four valves were not adopted sooner is the cost, which is higher due to the extra casting and machine work that must be done. Increased affluence around the world plus improved manufacturing techniques have recently combined to solve this problem, however, so that now we are seeing more four-valve models come onto the market.

There are several advantages to four valves for four strokes. One is that the valves are very light compared to a larger pair of valves. The valve gear can thus be operated at higher engine speeds safely, which is an advantage on both racing and roadster engines. There will be less wear on the valve gear; the valve temperature will also be lower, and thus provide longer valve life.

Another advantage is that four small valves can offer a greater area of opening than two valves. It is possible to get more gas into the combustion chamber per power stroke, which results in more power. This is possible even with less lift to the valves, which again lowers the load on the valve gear since less spring pressure is required to control the valves.

Perhaps the greatest advantage of four valves is in high speed performance, yet oddly enough, it is the improved low speed performance that is more desirable to the road racer. By carefully designing the intake ports, Honda has found that a proper internal gas flow in the combustion chamber can be achieved to suppress detonation. With more gas flowing into the combustion chamber at lower revs and swirling around in a flow pattern that is less apt to detonate, the low speed torque of an engine is greatly improved.

The cooler exhaust valves also help on this, which combines to provide a high compression roadster engine that squeezes the last ounce of power and economy out of each drop of fuel over an unbelievably wide rev range.

Honda also discovered in their early GP engines that they could obtain more power with the use of four valves. By using proper porting and valve timing, they were able to charge their cylinders up to a higher level due to the greater valve port area in each cylinder. This soon gave them a power advantage over their rivals for the World Championship. Another advantage was the wider spread of power, or lack of "megaphonitis" that was so common then on other racing engines.

With two large valves it was necessary to begin their opening much sooner than in the Honda engine, since the two valves had to have more lift to get the maximum amount of port area. It takes time to open and close a valve, of course, and the higher a valve is lifted the sooner valve acceleration must begin. The problem with opening the inlet valve so early is that the exhaust pressure tends to go out both the intake and exhaust port — thus causing the lumpy running and missing at low and medium engine speeds for which racing engines have historically been known.

By using four smaller valves, Honda found they could use less lift, open the valves later, get as much peak power or more, and have less problem with lumpy running at lower engine speeds.

The benefits to the roadster engine are not so much in peak power, but rather in terms of a broader spread of power that includes smooth running down low in the rev range. There should also be less wear on the cams or rocker arms, since the use of lower spring pressures will help prevent the cam scouring that has become common in recent years as spring pressures have been increased to cope with increased revving ability.

Honda has helped show that research on the race track can benefit the man on the street — even if it does take a few years to see the final results. •

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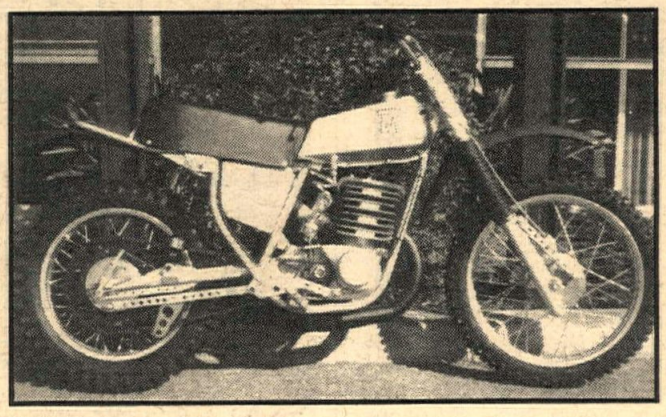

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Lubrication Through Technology

CMC Irwindale MX

By John Bethea

IRWINDALE, CAL., FEB. 15

It wasn't quite a "snap," but Jeff Vidic, neck brace and all, churned out his third consecutive 250 Pro event win at Irwindale before more than 2,000 spectators, moving him to within one notch of the all-time win streak at the track set only three months earlier by Dave Pessy at four.

Vidic's only stiff competition came from Husky rider Jim West, who was concentrating on two classes this evening. Vidic won the first and then traded positions with West in the second, setting up a winner-take-all finale in the third. For several laps it was just as it should be, a tenacious battle down to the wire, but with about a lap to go, West dumped it and Vidic squirted away with the win while quickly glancing backwards to see where everyone had gone.

Not so for Rex Staten in the 500 Pros. Yes, Rex was here tonight, but he was in the spectator roll as he wished to "Save the bikes for Sunday," the big $1,500 MX at Saddleback. In his absence, Jim West took over and like a week earlier, was tightly nuzzled by Joe Johnston (Mai). They each had a first and second going into the final, but that round cost Joe his bidding. West won. Joe had his problems, gaining a DNF. Luke Messer (Mai) slipped in to take second overall.

Earlier, in the 125 Pros, Chuck Lunde (Hon) became the third different winner in three weeks since the pros returned to Irwindale. He did it with a third in round one, a wild affair won by Dave Taylor (Yam) over Chuck Bower (Hon), then victories in each of the next two motos. Taylor did some consistent riding to turn in a second overall performance ahead of the veteran Bower, whose fifth in the final round cost him his chances. Once Taylor gains a bit more experience, especially in learning how to pass, he should become one of Irwindale's more formidable foes.

A reminder that in two weeks, March 1, two changes take place at Irwindale. The first is that the Minis will be divided into a regular and Expert class, drawing out of its ranks the weekly stars who seem to "hog" the scene. The second is that the Expert class will be "kaput," 86-ed, ended. They become pros, racing for the bucks. •

Results

Powder Puff: 1. Sue Fish (Hod); 2. Sandy Gonzales (Hon); 3. Kim Herbert (Hod).
Mini: 1. Bill Fancher (Hon); 2. Scott Mason (Hon); 3. Vince Van Hook (Yam).
100 Jr: 1. Bob Evans (Hod); 2. Gabriel Martinez (Yam); 3. Lonny Stroup (Yam).
125 Jr: 1. Bob Marino (Hon); 2. Mike Bush (Hon); 3. Alan Truax (Hon).
250 Jr: 1. Rudy Abele (Hon); 2. Jim Ruth (Mai); 3. Don Wood (Hon).
500 Jr: 1. Pontiac Fry (Yam); 2. Joe Plante (Yam); 3. Karl Bash (Suz).
125 Int: 1. Bill Glore (Hon); 2. Tag Turner (Nog); 3. Gary Denton (Yam).
250 Int: 1. Mike Huhn (Hon); 2. John Alden (Hon); 3. Rick Beason (Yam).
500 Int: 1. Buttons Sadler (CZ); 2. Gary Lunsford (TNT); 3. Ron Gray (CZ).
125 Ex: 1. Mike Bell (Hon); 2. Albert Cancino (Hon); 3. Kelly Owen (Pen).
250 Ex: 1. Wes Leffel (Hus); 2. George Anderson (Hus).
500 Ex: 1. Dennis Clark (CZ); 2. Bruce Boyd (CZ).
125 Pro: 1. Chuck Lunde (Hon); 2. David Taylor (Yam); 3. Chuck Bower (Hon).
250 Pro: 1. Jeff Vidic (Mai); 2. Jim West (Hus); 3. Chuck Bower (Hon).
500 Pro: 1. Jim West (Hus); 2. Luke Messer (Mai); 3. Joe Johnston (Mai).

CRC hare scrambles

Photos and story by John Hesson

LUCERNE VALLEY, CAL., FEB. 10

Soggy Dry Lake was the site for CRC's Hare Scrambles today. After the drive up the world's worst road, we arrived at the starting area. A good number of people arrived early Saturday to enjoy the entire weekend, also to make sure that they had enough gas for the drive back. Tricky Dicky and Silly Billy should inform the gas stations in Lucerne Valley about the fuel shortage; most were open Sunday. CRC has an open invite for anyone who wants to spend the weekend at their desert races.

After a long delay the action finally got underway, as usual the ambulance was an hour late, the normal delay at almost all desert races lately.

First off the line were the Experts, Intermediates, and Novices, followed by the Beginners. Next off were the Powder Puffs and Minis. Even with the long delay no one was seen watering the desert, not to say that it never happens at CRC events. *(Maybe they didn't want to get the Hazelwood blues...Ed.)*

First loop action saw Lee Scheffers, on a 250 CZ, take the lead which he never lost. Even after a get off on the second loop, he took first overall, with Jamie Abels on a 250 Yamaha sponsored by 29 Palms Yamaha, about a minute behind for second overall and first 250 Novice.

Chris Hightower, DKW mounted, was third overall and first 125 Novice. Chris received the CRC high point trophy in his division for the past season. Another CRC high point winner was fourth overall, Bill Sears, riding a 400 CZ sponsored by Competition Cycle Center. Bill was first Open Novice Veteran. *(Sears also cleaned up the Rawhide GP several weeks ago...Ed.)*

In the Beginner division Marv Christensen was the first at the checkered flag. Marv rides a Yamaha and his overall position was a well earned 29th. Bob Huff (Yam) shut the door on the 250 Beginner class, and not far behind was Vince Porter on a Puch for first 175 Beginner.

Steve Brown rode a new Dalesman Prototype Enduro to win first 125 Beginner, showing a lot of guys that enduro machines can get it on with the best of them.

Leslie Klug took home a trophy for first Powder Puff. Leslie had the Honda right on for a well ridden 97th overall. Duane Mapes was first Mini, with John Wilson in for second place.

Everyone liked the course, and comments overheard were that it was very well marked, had very few rocks, and was super fast. One rider summed it up by saying that he really dug the course, mainly because he wouldn't have to spend any money on broken parts from riding a super rough course.

Jerry McNeal, head honcho for CRC, said he likes putting on races where everyone can really enjoy just good old desert runs, without the hassle of impossible rocks, massive up or downhills, or broken bodies. After all, he wants you back again. •

Jim West serving up some Husky competition.

Results

1st OVERALL: Lee Scheffers (CZ).
100 BEG: Don Dorman (Hod).
125 BEG: Steve Brown (Dal).
125 BEG -16: Kent Hawksworth (Yam).
175 BEG: Vince Porter (Puc).
175 BEG -16: Tim Fitzpatrick (Yam).
250 BEG: Bob Huff (Yam).
250 BEG -16: Scott Speights.
250 BEG VET: Floyd Livingston, Sr. (Yam).
OPEN BEG: Marv Christensen (Yam).
OPEN BEG VET: William Bennington (Suz).
100 NOV: Scott Hightower (Hod).
125 NOV: Chris Hightower (KDW).
250 NOV: Jamie Abe[illegible] (Yam).
OPEN NOV: John W[illegible]kes (Yam).
250 NOV VET: Cli[illegible] Perdue.
OPEN NOV VET: [illegible]liam Sears (CZ).
POWDER PUFF: L[illegible]lie Klug (Hon).
MINI: Duane [illegible]
125 INT: P[illegible] Suz).
175 INT: Lot[illegible]c)
250 INT: John Klug (Hon).
OPEN INT: John Bailey (Yam).

CRC night MX

By Dale Brown

VALENCIA, CAL., FEB. 9

A small turnout didn't hamper the action in Friday night's CRC motocross at Indian Dunes.

Eddie Cole, aboard Uncle Donny Emler's Flying Penton, ran away with the first 125 Expert moto. The second moto was one of the most exciting of the evening as Cole had to overcome a bad start and try to catch Joe Root (Bul), who was really movin'. Catch him he did, on the fourth lap. Root took the last moto, but Cole's second place sewed up the overall for him.

Frank Giardina (Mai) smoked everybody in the 250 Expert division as well as showing his rear tire to the Open Experts who were on the track at the same time, due to the small turnout. Wayne Brown won the Open Expert prize by one point over Lynn Stokey. Both were Maico-mounted.

Greg Griffen (CZ) and Chris Bartlett (Hus) were the lone survivors in the Open and 250 Intermediate classes, respectively.

Don Faulkner grand-slammed his way to the 125 Intermediate trophy.

Jim Eveland (Yam) won the first two

The flight before the fall.

Eddie Cole wins 125 Expert, again.

Honda cleaned up the 125 Juniors through the efforts of Mark Civello, Michael Luna, and Scott Crawford, one-two-three. Tom Gildea won the 125 Intermediate on his Honda, too.

The 250/Open pack kept things fast and furious with all sorts of hotshot action going on. Floyd R. Burk, Jr. (CZ) decided that having Beginners, Juniors and Intermediates with a real live Open class Expert was not the hot setup, so he zapped himself away from the rest of the crowd and kept it that way for three motos to get the win in his class, and over everyone else, by the way.

Timothy B. Jones (Hus) nabbed the 250 Beginner win, with Jay Zupan (Hon) and Rick Pitts (CZ) right behind him.

In the 250 Juniors, it was a regular Honda sandwich with Yamaha on rye, as John Adams (Hon) grabbed the win, followed by Jim Rader (Yam), and Jeff Ritz (Hon).

And in the 250 Intermediates, Jim Martin Maicoed hisself to the top spot.

It was a very far out day, indeed, as threatening weather threatened but never did anything nasty, turning out nice instead. The start of each moto was orderly and fair. ●

R.A.C.E. MX

By Tom Blattler

CORONA, CAL., FEB. 16

Going into the eighth R.A.C.E. MX of the 1974 season, Honda-mounted Eddie Clark was the overall point leader for the giant Quarterly Point Championship Trophy with 22 points.

Clark received most of his points in the 125 Junior class, and was moved up to the Intermediate division after a couple of easy victories.

After the eighth race, a 13-year-old Honda rider moved into the overall point lead after another easy victory. Scot Tipton, riding for Norris Roberts Honda of San Clemente, has been racing competitively for less than a year, and his improvement continues to be fantastic. Tipton rode his Honda to the top spot in the Mini Cycle division, as he captured all three motos.

Finishing the three motos with two seconds and a third was Bob Hadley for second overall, with Jack Browning third.

Another rider who continues to show his superiority at Corona every week is Penton-mounted Mark Tyer. Mark rides out of Uncle Donny's Flying Machine Factory and has dominated the 125 Senior class. However, he was beaten by teammate Bob Brooks, as Tyer suffered bike trouble in the first moto but captured the second two motos. Brooks took the overall honors that day.

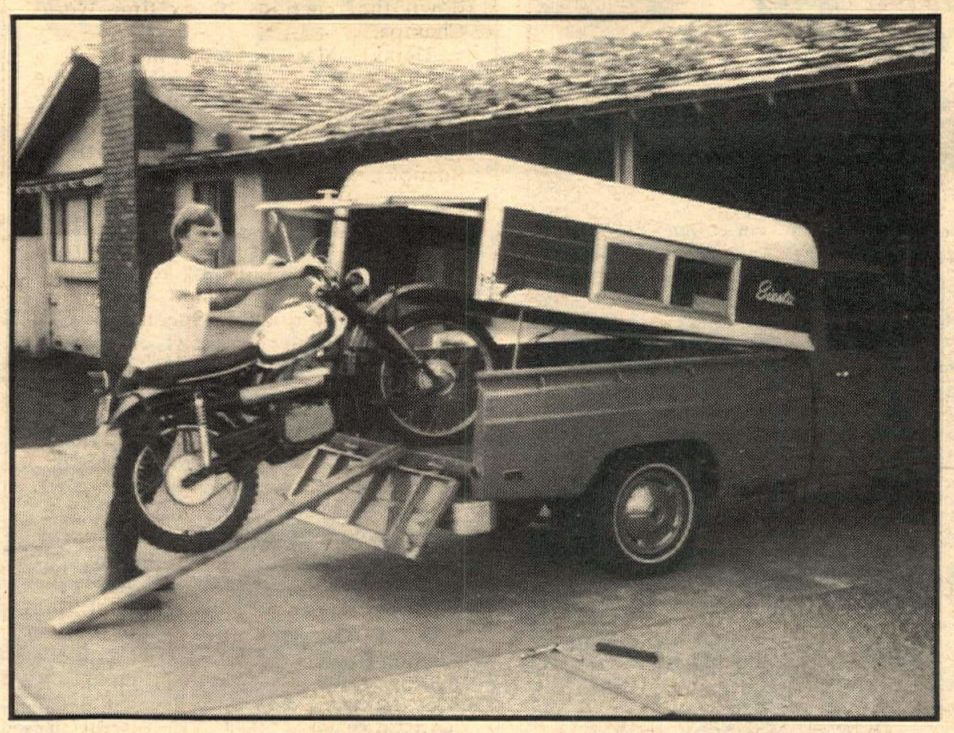
Last Saturday was another rout for Tyer, who won all three motos to take the top money. Taking second was Bob Haag (Hus). The Newport Beach rider made a fine showing in the 125 Seniors. Jack Boles rode his Monark to the third overall position.

In the 250 Beginners, the only Kawasaki-mounted rider at Corona Saturday, Scott Wallace showed some excellent potential in this his second time on the Corona course. Wallace captured the opening five-lap moto and finished second in the last two. He finished high enough in the last race to take the overall class honors over Husqvarna-mounted Bob Skocilich, who took the final two motos. J.N. Elledge rode his Bultaco to a third place finish in the 250 Beginners. He dominated the field with Mike Cummings riding his Yamaha to second and Rusty Clarke third.

In the other classes run at Corona Saturday, Marty Wolford (Yam), captured the 100 Beginner class. The 125 Juniors went to Bultaco-mounted Todd Breker with Tim Buck (CZ) taking the 125 Intermediates. Bruce Colett (CZ) was the victor in the 250 Juniors with the 250 Senior class going to John Hrynkiewicz.

In the 500 classes, the Intermediates went to Suzuki-mounted Ed Trent with Jim Station (Hus) riding to the win in the Juniors. Bob Crandall was the winner in the "Old Timers" division. ●

Camper Top Conversion: Building a Flip-up Lid



By Robert McCauley

With the energy crisis staring us in the face, many bikers are buying the small import trucks to stretch their gas dollars.

A very popular accessory is the cargo shell. It enables you to lock your goodies from thieves and keep things clean and dry. They are also great when going to far away enduros and motocrosses where you need a cheap place to sleep near the action.

One drawback with this set-up is that unless your camper sticks up over eight inches above the cab (which hurts gas mileage), or you race a QA-50, your bike won't fit in the rear opening. After disgusting attempts to lean the critter on its side and roll it in at the same time (falling at least three times), I knew there was a better way. Here it is!

The first things you'll need are time, (about three hours), and money, (about eight dollars). Also needed will be an electric drill, screwdrivers, a punch, and a couple of wrenches. Then go to your local hardware store and pick up the following materials:

2–12" elbow transom hinges (self locking)

1–30" piano hinge

25–5/8" wood screws

1–1" roll foam weatherstripping

4–3/16"x1¼" bolts and nuts with washers

2–¼"x1½" cap screws, washers and nylock nuts (you will need a ¼" tap, go borrow one from a friend)

I presume your camper is already on and bolted down. A thin layer of foam weatherstripping (Sec. 1, a) should already be between the box and the camper. This is a must so that the hinge will pivot. First take the piano hinge (Sec. 1, b) and cut it in half. Put half on the far left hand side of the front of the box, and the other half on the right side. It should be up tight in the corner and fastened with the wood screws into the camper (Sec. 1, c), and sheet metal screws into the box flange (Sec. d).

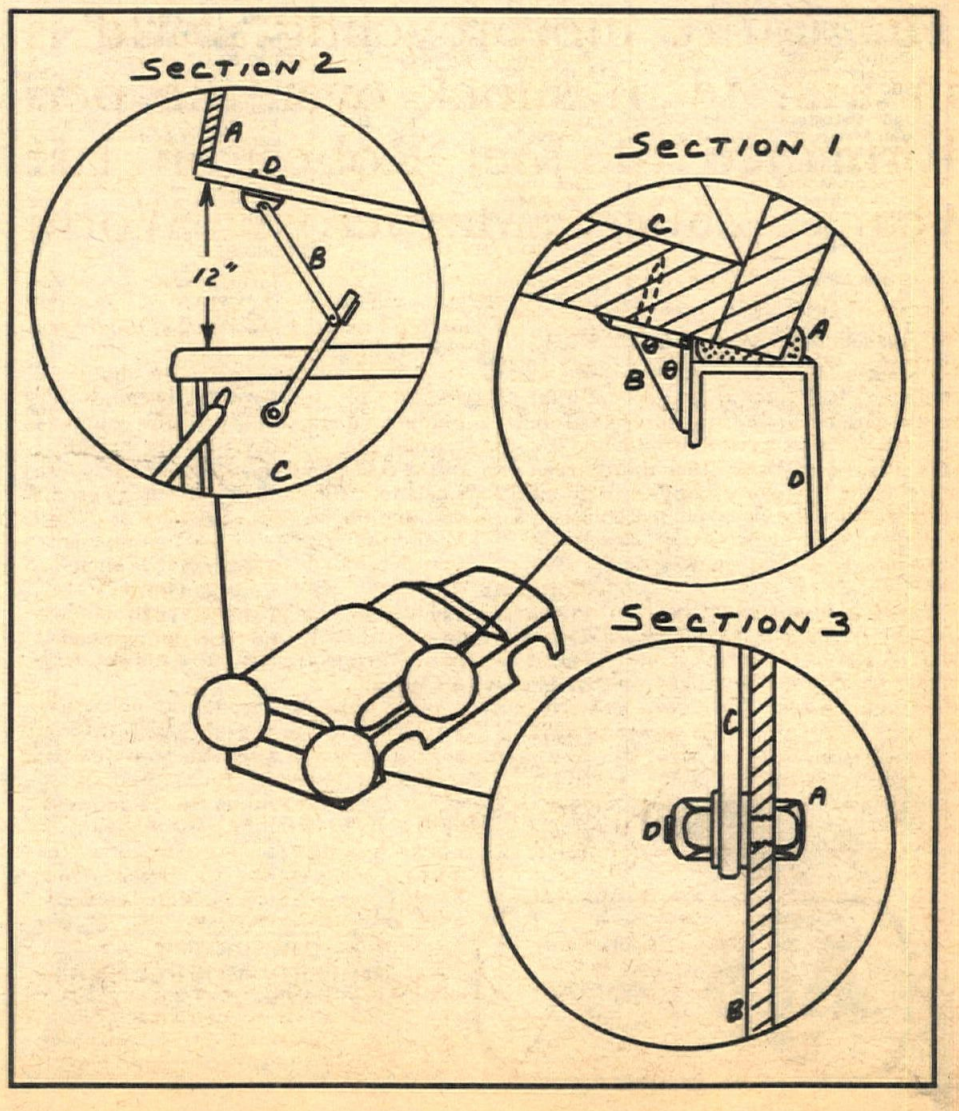
Now, take out all the fasteners (bolts, screws, etc.) that hold the camper on. *(Not the piano hinge.)* You should now be able to pick up the back of the camper (Sec. 2, a) at least 12". Set it down again and put back only one bolt on each side of the camper (the ones that can easily be reached standing outside). Now, take the left hand transom hinge (Sec. 2, b) and hold it in the closed position just inside the left vertical wall of the truck (Sec. 2, c) and up against the wood of the bottom of the camper (Sec. 2, a). Drill two ¼" holes where the top half of the elbow will be bolted to the camper (Sec. 2,d) and tighten. Do same for right hand side.

With the camper still in the down position, close the transom hinge to its fully retracted position, and draw the hole where it is to be drilled in the vertical wall of the cargo bed (Sec. 2, c). Do this for both sides. Take a 3/16" bit, *(not a ¼")*, and drill the hole on each side of the box. Then take a ¼" tap and thread the holes.

The final step! Take each cap screw (Sec. 3, a) and, from the outside of the truck, run it in tight against the box. On the inside, slip a washer over the protruding bolt, then the bottom half of the transom hinge (Sec. 3, c), another washer, and then thread on the nylock nut (Sec. 3, d). Don't tighten it, just run it in enough to hold the washers snug. Do both sides.

You should now be able to lift up the back end of the camper, and the hinges should snap into position. You can now push your bike right in (with the handlebars lowered) and tie it down. Then lower the camper and put in the rear bolt on each side holding the back in place. No need for any more because the piano hinge will hold it securely.

Close the back end and hit the road!



RESULTS

CMC Winter Scrambles
Feb. 17, 1974

MINI CLASS 1
Wade Wilson
Mark Vaughan
MINI 2
John Sudburry
Scott Phillips
100 NOV
Tom Dorsey — Hod
Tony King — Yam
Doug Hays — Yam
125 NOV
Bill Roberts — Suz
Jon Zimmierman — Hon
Beatle Murphy — Hon
200 NOV
Jerry Griswald — Pen
Kevin Green — Kaw
250 NOV
Dan Garland — Kaw
Vince Batha — Yam
Marty Jackson — Hon
360 NOV
Harry Von Seggern — Yam
Paul Reckers — Yam
Hayden Cambell — CZ
OPEN NOV
Gary Cooper — Kaw
Rick Bishop — Hus
125 JR
Del Becker — Hon
Stewart Chadwick — Suz
250 JR
Craig CainrHon
Greg Nibbelink — Pen
Dennis Helms — CZ
OPEN JR
Del Becker — AJS
125 EX
Jim Hubbard — Yam
250 EX
Dan Peterson — Bul
Greg McKinney — Pen
OPEN EX
Larry Legarra — Suz

HRA TT & Half-Mile
Adelanto, Calif.
Feb. 17, 1974

TT
100 NOV
Thomas Walker — Kaw
Greg Faulkner — Suz
Dylan Neihart — Yam
125 NOV
Albert Renz — Yam
Mark Wyatt — Yam
250 NOV
Donnie Curd — Bul
Denny Aguire — Kaw
Robert Edge — Yam
500 NOV
Rod Simkins — Hus
John Peterson — CZ
Van Marshall — Yam
OPEN NOV
Pat Gordon — Tri
Gordon Moore — Tri
Phillip Privett — Tri
MINI
Greg Faulkner — Suz
Bobby Hart — ——
NOV
Frank Moats — Kaw
Mike Zakkar — ——
Robert Edge — Yam
125/100 AM/EX
Randy Bird — Kaw
Dennis Briggs — Kaw
Toby Sweaney — Kaw
250 AM/EX
Dennis Briggs — Kaw
Rick Graham — Suz
Jim Nosek — Bul
500 AM/EX
Mike Laney — Yam
Bob Farmer — Kaw
Randy Scott — Mai
OPEN AM/EX
Ron Tobey — Tri
Gene Lester — Tri
Bill Graham — Kaw
HALF-MILE
100 NOV
Thomas Walker — Kaw
Bobby Bouck — Yam
Dylan Neihart — Yam
125 NOV
Rocky Robinson — Yam
Craig Dale — Car
Mike DeBruyn — Suz
250 NOV
Lynn Richardson — Bul
Russ Miller — Kaw
Denny Aguirre — Kaw
500 NOV
Lynn Richardson — Bul
Pat Gordon — Tri
Van Marshall — Yam
SWEEPS
Dennis Briggs — Kaw
Mike Laney — Yam
Randy Scott — Mai
PRO
Ron Tobey — Tri
Ron Powell — Tri
Mike Laney — Yam
100/125/250 AM/EX
Rick Graham — Suz
Dennis Briggs — Kaw
Ms. Toby Sweaney — Kaw
500 AM/EX
Bob Farmer — Kaw
Mike Laney — Tri
Bruce Foley — Yam
OPEN AM/EX
Ron Powell — Tri
Ron Tobey — Tri
Tom White — H-D

Motocross Ground Hog
Las Vegas M.C.
Feb. 3, 1974

250 NOV
Chris Andreoli — Suz
Bill Spurrier — Yam
Ted Flynn — Hus
250 AM
Kirk Bothwell — Yam
Roger Wells — Kaw
Ricky Malone — Kaw
250 EX
Bill Geiner — Hon
Mel Chapman — Mai
Tim Burke — Hus
500 NOV
Roy Taylor — Yam
R. L. Ralston, Jr. — Hus
Doug Cotton — Mai
500 AM
Dobie Pursley — Suz
John VanHoove — Mai
Randy Justice — Suz
500 EX
Jim Keeton — Hus
Bill Hill — Mai
Jay Willey — CZ
MINI BEG DIV I
Darren McCarty — Yam
Stean Steele — Hon
Bobby Pruitt — Yam
MINI BEG DIV II
Donnie Toti — Hon
John Arriola, Jr. — Ind
Jay Biddle — Hon
MINI NOV
Ty Bothwell — Hon
Joey Dee — Hon
Chuck Lybarger — Hod
MINI AM
David Thomsen — Yam
Paul Emerson — Hon
Troy Fitch — Suz
MINI EX
Jimmy Kruger — Suz
Marv Chapman — Hon
Lenny Giger — Bar
100 NOV
Lance Geddie — DKW
Gino Cursoli — Yam
Jack Ramsay — Suz
100 AM
Howard Lockwood — Pen
Steve Jackson — Yam
125 NOV DIV I
Fritz Moser — Hon
Ricky Polson — YZ
Ricky Szebeni — Suz
125 NOV DIV I
Bobby D'Amora — Bul
Randy Kimbrough — Yam
Jim Johnson — Hon
125 AM
Charles Finnegan — YZ
Dan Wagner — Suz
Tim Bowman — Suz
125 EX
Jerry McKinlay — Hon
Robert Lea — Hon
Mel Chapman — Suz
OVER 38 CLASS
John VanHoove — Mai
Roy Wachtel — Suz

Motocross Fly-N-Raceway
Thermal, Calif.
Feb. 17, 1974
by Mickey McManus

MINI DIV I
Jimmy Hullett — Hon
MINI DIV II
Joey McManus — Hon
100 DIV I
Steve Rigg — Hon
100 DIV II
Mickey McDougal — Yam
POWDER PUFF
Monica Canela — Yam
125 DIV I
Tom Bower — Yam
Mark Page — Hon
250 DIV I
Danny Wilkinson — Kaw
Don Turner — CZ
250 DIV II
Marc Jones — Kaw
Dennis Kinda — Oss
OPEN
Marc Jones — Kaw
Tom McNamara — Suz

Motocross Moreno Valley
De Anza Cycle Pk.
Sunnymead, Calif.
Feb. 17, 1974
by Rex William Reese

MINI BEG
David Bolles — Hon
MINI JR
Terry Woolwing — Hon
100 BEG
Dwayne Franks — Bar
Tom Taliani — Yam
Tom Smith — Pen
100 EX
Bill Franks — Ric
125 BEG
David Fox — Hon
Ruben Roman — Hon
Vincent Gonzales — Pen
125 JR
Mark Civello — Hon
Michael Luna — Hon
Scott Crawford — Hon
125 INT
Tom Gildea — Hon
250 BEG
Timothy B. Jones — Hus
Jay Zupman — Hon
Rick Pitts — CZ
250 JR
John Adams — Hon
Jim Rader — Yam
Jeff Ritz — Hon
250 INT
Jim Martin — Mai
OPEN SR/EX
Floyd R. Burk, Jr. — CZ

R.A.C.E. Night MX
Corona Rcwy.
Corona, Calif.
Feb. 14, 1974
by Dale Teubner

100 BEG
Scot Tipton — Hon
Mike Nicklaus — Yam
Randy Monroe — Suz
125 JR
Larry Wasson — Hon
Robert Boggs — Hon
Vince Buma — Hon
250 JR
Bill Bobp — CZ
Kim Palmer — Yam
Paul Stenbo — Hus
500 BEG
Jeff Moore — Suz
Richard Hall — Yam
D. Wisdom — Mai
125 INT
Mark Marinez — Hon
Tom Burt — Hon
Leon Baird — Suz
125 SR
David Williams — Pen
Rick Wiseman — Hon
Troy Breker — Hon
250 SR
Dennis Hazlett — Yam
Ray Lopez — Bul
Nick Simmons — Mai
500 SR
Bryan Breker — Bul

TRA MX
Eugene, Ore.
Feb. 10, 1974
by Shirley Campbell

MINI BOX STOCK
Toy Scott — Hon
Mark Moriarty — Hon
MINI MOD
Loren Erickson — Hon
Tony Blanton — Hon
Shawn Steinback — Hon
100
Randy Binder — Yam
Rustin Gore — Yam
Greg Maloney — Yam
125 JR
Brad Larson — Yam
Darrell Caraway — Yam
Curt Holbrook — Hon
125 EX
Steve Williams — Bul
Dean Rhodes — Hon
Carlie Patterson — Hus
200
Pat Healey — Puc
Chet Champbell — Pen
Matt Gruver — Yam
250 JR
Doug Wiley — Yam
Boyd Smith — Yam
Tom Woeldreyer — Hon
250 EX
Steve Williams — Mon
Brad Hurst — Suz
Skeet Hise — Mon
OPEN JR
Dave Weleber — Hus
Warren Bolton — CZ
OPEN EX
Charles Standeford — CZ
Jack Heeter — CZ

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Feb. 16, 1974
by Tom Blattler

MINICYCLES
Scot Tipton — Hon
Bob Hadley — Hon
Jack Browning — Hon
100 BEG
Marty Wolford — Yam
Dennis Sewell — Hod
Greg Luke — Yam
125 BEG
Jim Ball — Hon
Mike Cummings — Yam
Rusty Clarke — Puc
125 JR
Todd Breker — Bul
George Forte — Yam
Doug Lincoln — Suz
125 INT
Tim Buck — CZ
Tom Karos — Hon
125 SR
Mark Tyer — Pen
Bob Haag — Hus
Jack Boles — Mnk
250 BEG
Scott Wallace — Kaw
Bob Skocilich — Hus
J. N. Elledge — Bul
250 JR
Bruce Collect — CZ
Adrian Hernandez — Mai
Mark Carter — Suz
250 SR
John Hrynkiewicz — Mai
Kevin Callaway — Yam
Pat Killilea — CZ
500 INT
Ed Trent — Suz
Charlie Guinn — Mai
500 JR
Jim Staton — Hus
Bob Wright — Mai
Chuck Sickler — Yam
OLD TIMERS
Bob Crandall — Suz
Jerry Holland — Hon
Shay Huffman — CZ

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Feb. 16, 1974
by Dale Teubner

MINICYCLES
Scot Tipton — Hon
Bob Hadley — Hon
Jack Browning — Hon
100 BEG
Marty Wolford — Yam
Dennis Sewell — Hod
Greg Luke — Yam
125 JR
Todd Breker — Bul
George Forte — Yam
Doug Lincoln — Suz
250 JR
Bruce Coletti — CZ
Adrian Hernandez — Mai
Mark Carter — Suz
250 BEG
Scott Wallace — Kaw
Bob Skocilich — Hus
J. N. Elledge — Bul
125 BEG
Jim Ball — Hon
Mike Cummings — Yam
Rusty Clarke — Puc
500 JR
Jim Staton — Hus
Bob Wright — Mai
Chuch Sickler — Yam
VETS
Bob Crandall — Suz
Jerry Holland — Hon
Shay Huffman — CZ
125 INT
Tim Buck — CZ
Tom Karos — Hon
125 SR
Mark Tyer — Pen
Bob Haag — Hus
Jack Boles — Mnk
250 SR
John Hrynkiewicz — Mai
Kevin Callaway — Yam
Pat Killilea — CZ
500 INT
Ed Trent — Suz
Charlie Guinn — Mai

Atlantis TT
Garden Grove, Calif.
Feb. 17, 1974

PEE WEE
T. Taylor — Ind
M. Legere — Ind
B. Kvande — Ind
MINIBIKE
B. Kelly — Hon
L. Syndal — Hon
C. Lepley — Gem
60 STOCK 6-8 YRS
David Hulbert — Yam
Darren Hulbert — Yam
R. Legere — Ind
80 STOCK 6-8 YRS
M. Mulligan — Hon
W. Kelly — Hon
S. Miller — Hon
60 STOCK 9-11 YRS
S. Michaels — Yam
T. Taylor — Yam
K. Stephenson — Yam
60 MOD 9-11 YRS
S. Michaels — Yam
S. Moran — Ind
M. Paulson — Yam
80 STOCK
9-11 YRS NOV
G. Ontiveros — Hon
J. Foley — YZ
F. Bridges — Hon
80 STOCK
9-11 YRS EX
Rich Wrobel — Hon
J. Vandel — Hon
Randy Wrobel — Hon
80 MOD
9-11 YRS
R. Hoffman — Hon
Rich Wrobel — Hon
S. Mahan — Hon
60 MOD OVER 12
K. Moran — Ind
V. Robledo — Yam
B. Heiland — Yam
80 STOCK OVER 12
M. Miller — Hon
J. Koogle — Hon
R. Neveau — Hon
80 MOD OVER 12
K. Moran — Ind
M. Miller — Hon
J. Polizzi — Hon
MOD TROPHY DASH
Kelly Moran
STOCK
TROPHY DASH
Rich Wrobel

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Feb. 14, 1974

100 BEG
Scot Tipton — Hon
Mike Nicklaus — Yam
Randy Monroe — Suz
125 JR
Larry Wasson — Hon
Robert Boggs — Hon
Vince Buma — Hon
250 JR
Bill Bobp — CZ
Kim Palmer — Yam
Paul Stenbo — Hus
500 BEG
Jeff Moore — Suz
Richard Hall — Yam
D. Wisdom — Mai
125 INT
Mark Marinez — Hon
Tom Burt — Hon
Leon Baird — Suz
125 SR
Dave Williams — Pen
Rick Wiseman — Hon
Troy Breker — Hon
250 SR
Dennis Hazlett — Yam
Ray Lopez — Bul
Nick Simmons — Mai

Motocross Escape Country
Trabuco Cyn., Calif.
Feb. 17, 1974

MINI 1st DAY
Mike Fries — Ind
SUPER MINI 1st DAY
Danny VanAukuen — Hon
Mamie Oliver — Hon
SUPER MINI NOV
Greg Barrett — Hon
John Vasquez — Hon
Mike Musson — Hon
100 1st DAY
Brad Coe — Yam
Ken Day — Yam
James Rice — Yam
100 NOV
Robert Dale — Hod
Larry Cooper — Hod
100 INT
Steve Gavin — Pen
125 1st DAY
Mike O'Neal — Suz
Rodney Sorensen — Pen
Eddie San Roman — A-E
125 NOV
Marty Miller — Hon
David Bush — Hon
Dave Marrujo — Hon
125 INT
Joe Rumney — Hon
Tom Burba — Hon
125 EX
John Estes — Hon
John Hrynkiewicz — Hon
Paul Minis — Hon
175 NOV
Larry Ehrsam — Yam
250 1st DAY
Dick Woods — CZ
Lewis Pedroza — Yam
250 NOV
Herb Shelton — Mai
Jerry Larsen — CZ
Steve Witham — CZ
250 INT
Steve VanWormer — Yam
John Currie — KTM
250 EX
John Hrynkiewicz — Mai
OPEN 1st DAY
Peter Cook — Hus
OPEN NOV
Mark Anderson — CZ
John Heemsbergen — Suz
Randy Meyer — Hus
OPEN INT
Calvin Weber — B&S
Bruce Prall — Mai
OPEN EX
Larry Kopp — CZ
POWDER PUFF
Lisa Howard — Suz

TROPHY PICKUP

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N.M.A. Minis
Indian Dunes
Valencia, Calif.
Feb. 17, 1974

PEE WEE
M. Koemans
J. Allred
0-61 MOD 9-11 YRS
S. Hess
0-61 MOD
12 & OVER
M. Marshall
0-81 MOD
9-11 YRS NOV
E. Fuller
M. Nance
J. Crowder
0-81 MOD
12 & OVER NOV
R. Cazier
B. McConnell
J. Musoline
0-81 MOD
9-11 YRS EX
J. C. Lopez
0-81 MOD
12 & OVER EX
L. Sloane
S. Randal
OPEN 0-110cc
J. Shore
MINICYCLE
6-8 YRS JR
M. Koemans
K. Henricksen
J. Allred
0-61 STOCK
NOV 9-11 YRS
E. Fuller
0-61 STOCK
EX 12 & OVER
M. Marshall
0-81 STOCK
9-11 YRS NOV
M. Nance
R. Rondell
J. Crowder
0-81 STOCK
9-11 YRS EX
M. Whiting
0-81 STOCK
12 & OVER EX
St. Randal
D. Hale
M. Prunty
0-81 STOCK
12 & OVER NOV
R. Ryan
M. Hickey

Trials
Calif. Trials Assoc.
Escape Country
Trabuco Cyn., Calif.
Feb. 17, 1974

AM
Matt Pritchard — Bul
Rick Tillett — Oss
Red Collins — Bul
NOV
Craig Lyle — Cot
Dave Hall — Oss
Joe Doyle — Hon
BEG
Jim Schottmer — Yam
Dick Roy — Yam
Bill Sammons — Hon

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MELODY MUFFLERS
1243 ENGRACIA TORRANCE, CALIF. at 2000 Block Torrance Blvd. across from Goodyear Store
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Mini-World
Trojan Spdwy.
South Gate, Calif.
Feb. 17, 1974
by G. Bennett

PEE WEE	
James Nutter, Jr.	Ind
Kristi Kossuth	Ind
Mike Evans	Ind
MINIBIKE	
Dan Osborne	Hon
Monty Hensley	Hon
Randy Hensley	Hon
MINIBIKE	
Tony Cotta	Hon
Rudy Dickenson	Ind
Tracy Smith	Ind
0-61cc	
Roger McGrew	Yam
Chris Hensley	Yam
Randy Headley	Yam
POWDER PUFF	
Pam Bennett	Hon
Kelly Ward	Hon
Cheri Ward	Hon
STOCK	
Tony Cotta	Hon
Thomas Headley	Hon
Brian Ward	Hon
0-81cc	
Tracy Smith	Ind
Louis Kossuth	Ind
Rodney Rainey	Yam
0-81cc	
Scott Talkington	Hon
Ricky Smittle	Hon
Randy Bennett	Hon
0-81cc	
Renee Payen	Hon
Rick Heckler	Hon
Wayne Rainey	Hon
FLAT TRACK	
0-81cc	
Gordie Kidd	Hon
Renee Payen	Hon
Wayne Rainey	Hon
0-81cc	
Ricky Smittle	Hon
Scott Talkington	Hon
Randy Bennett	Hon
MOTORCYCLE	
100-125cc	
TT	
Sterling Cogar	Hon
Renee Payen	Hon
Wayne Talkington	Hon
FLAT TRACK	
Doug Davenport	Yam
Wayne Talkington	Hon
Sterling Cogar	Hon

Santa Rosa
Indoor
Santa Rosa, Calif.
Feb. 15, 1974
by Bill Spencer

360 EX	
Jerry Kole	Yam
Jim Coates	Bul
Chris Hudson	Bul
360 JR	
Ken Peschel	Bul
Tim O'Hara	Bul
Mark Lamke	Hon
360 NOV	
John Carter	Yam
Joe Hardy	Bul
Brian Stedman	Bul
250 EX	
Greg Ferguson	Tri
Rick Delacy	Yam
Kelly McIsaac	Oss
250 JR	
Brad Kotsaris	Yam
Mark Hendrickson	Yam
Larry Silva	Tri
250 NOV	
Jack Pedersen	Kaw
Walter Gardiner	Bul
Pat Lawler	Bul
200 NOV	
Tony Alves	Bul
Reed Bagness	Yam
John Gerhardt	Bul
125 JR	
Gary Caves	Suz
Bill McDonnell	Bul
125 NOV	
James Jepsen	Yam
Jace Carter	Hon
Dave Elkins	Bul
100 NOV	
Chris Paulson	Kaw
Randy Mamola	Hod
Jim Pasley	Suz

Motocross
Escape Country
Trabuco Cyn., Calif.
Feb. 16, 1974

SUPER MINI NOV	
Greg Barrett	Hon
Ricky Taylor	Hon
SUPER MINI JR	
Kurt Sofka, Jr.	Hon
100 1st DAY	
Steve Moran	Yam
100 NOV	
Elwood Trotter	Yam
125 1st DAY	
Kevin Krieghoff	Yam
John Hampton	Yam
125 NOV	
Mike Masterson	Hon
Don Ingles	Hon
Rick Melgren	Hon
125 JR	
Alan Smith	Hon
175 JR	
Kelly Walker	Suz
250 1st DAY	
Wayne Knowles	Bul
250 NOV	
Richard Erwin	Mon
Kurt Sofka	Yam
250 JR	
Steve VanWormer	Yam
250 EX	
John Potter	Bul
OPEN NOV	
Jeff Martin	Yam
OPEN EX	
John Larsen	Hus

Minis
Trojan Spdwy.
South Gate, Calif.
Feb. 19, 1974
by Gloria Simmons

PEE WEE	
Wayne Norris	Ind
Steve Love	Ind
Kristi Kossuth	Ind
0-51 MINIBIKE	
Racer Osburn	Hon
Rudy Dickenson	Ind
Rex Smith	Tar
0-61 NOV	
11 & UNDER	
Mike Burton	Yam
Roger McGrew	Yam
Mike Paulson	Yam
0-81 NOV 11 & UNDER	
John Burrows	Hon
Eddie Glover	Hon
Louis Kossuth	Hon
0-81 EX	
11 & UNDER	
Rex Smith	Hon
Shon Andersen	Hon
Derek Bland	Yam
0-81 POWDER PUFF	
Cheri Cota*	Hon
Kelly Ward*	Hon
0-81 NOV	
12 & OVER	
Billy Fancher	Hon
John Koogle	Hon
Dennis Kunkle	Hon
0-81 EX	
12 & OVER	
Todd Peterson	Hon
Sterling Cogar	Hon
Ricky Simmons	Hon
FLAT TRACK	
11 & UNDER	
Rex Smith	Hon
Eddie Glover	Hon
John Burrows	Hon
FLAT TRACK	
12 & OVER	
Steve Flatbeo	Hon
Renee Payen	Hon
Ricky Simmons	Hon
100-125 TT JR	
Bobbie Weitgraven	Bul
Doug Davenport	Yam
Pat Egan	Hon
100-125 TT SR	
Jim Summers	Yam
Mike De Pape	Yam
0-80 MINI	
Steve Flatebo	Hon
Kevin McKay	Hon
100-125	
FLAT TRACK	
Robbie Weitgraven	Bul
Doug Davenport	Yam
William Ritger	Yam
175-250	
FLAT TRACK	
Frank Sims	Yam
Larry Blackshear	Bul
Leonard Gilliland	Yam

Sawmill Enduro
Santa Rosa, Calif.
Feb. 17, 1974
by James Brammer

FIRST PLACE	
Howley Slayton	Pen
Jim Jenkins	Pen
Jim Stpack	Pen
SECOND PLACE	
Pat McKennia	Pen
Jay Stadaley	Pen
Rich Miller	Pen
THIRD PLACE	
Bob Bowers	Hus
John Moore	Suz
Ron Cash	Suz

Flat Track &
Half-mile
Corona Rcwy.
Corona, Calif.
Feb. 14, 1974

FLAT TRACK	
100-125 NOV	
Mark Prescott	YZ
Mark Crawford	Puc
Eddie Drake	Kaw
100 AM/EX	
Randy Monroe	Kaw
Greg Scroggins	Kaw
Mark Scroggins	Kaw
125 AM/EX	
Mike Tidwell	YZ
Eddie Lawson	YZ
Brent Knauer	Yam
250 NOV	
John Wetzel	Bul
Kelly Morriston	Bul
Greg Zehner	Yam
250 AM/EX	
Al Glover	Yam
Mike Tidwell	YZ
Hal Cheetwood	Bul
OPEN COMB	
Dick Lewis	Tri
Richard Pluegar	Kaw
Randy Smith	—
HALF-MILE	
100-125 NOV	
Mark Prescott	—
Mark Williams	Hon
Mark Crawford	—
100-125 AM/EX	
Mike Tidwell	YZ
Troy Fisher	Kaw
Eddie Lawson	YZ
250 NOV	
Terry Statum	Yam
Tim Thibodeaux	Yam
Mike Jones	Bul
250 AM	
Al Glover	Yam
Dewey Seaver	Yam
Bruce Reynolds	Bul
250 EX	
Robert Murray	Yam
Dave Racine	Yam
Rob MacEwen	Yam
OPEN NOV/AM	
Doug Douglas	Nor
John Karns, Jr.	H-D
Vern Maxwell	Bul
350-500 EX	
Richard Pluegar	Kaw
Brian Tolson	Mai
Ronny Roderick	Yam
OPEN EX	
Scott Smith	Yam
Dick Lewis	Tri
Nick Voge	—

Motocross
Sage Park MX
China Lake, Calif.
Feb. 16, 1974
By C. Benton

MINI	
Mike Romp	
Kurt Seaman	
Jim McAlpin	
100	
Val Franich	
Roy Franich	
Gary Rich	
125	
Robby Cosner	
Newton Cattern	
Lyman Funkey	
250	
Ray Forbes	
Randy Crawford	
Jack Cotwan	
OPEN	
Steve Loraine	
David Naccarati	
Scott Smith	
OLD TIMERS	
Mike Ayers	
Johnny Upton	
Harold Gillian	
POWDER PUFF	
Denis Metever	

Orange Bowl of MX
O.C.I.R.
Irvine, Calif.
Feb. 22, 1974
by Tom Corley

MINI BEG	
Larry Wares	Hon
Randy Moos	Hon
Leonard Bartoszek	Hon
MINI INT	
Todd Peterson	Hon
100 BEG	
Bobby Crook	Hod
Kris Christy	Yam
Barney Vincent	Yam
125 BEG	
Bryan Daniel	Hod
Randy Kendrick	Suz
Steve Kendrick	Yam
125 NOV	
Bob Murray	Hon
Mike Hukell	Yam
Chris Provost	Yam
125 JR	
Chuck Brown	Hon
Scot Clifton	Hon
Bruce Barsumian	Hon
125 INT	
Marty Miller	Hon
Rich Kawana	Hon
Pete Thompson	Hon
125 EX	
Dave Carlson	Hon
Jeff Foland	Hon
Rick Wiseman	Hon
250 BEG	
Jay Parent	Bul
Victor Miller	Yam
Louie Ortiz	Hon
250 NOV	
Don Ivey	Hus
John Devires	Suz
250 JR	
Tom Cross	Suz
Aaron Bassett	CZ
David Luedtke	Yam
250 INT	
Paul Bean	CZ
John Cerveny	Yam
Eddie Coulter	AJS
500 NOV	
Scott Webb	Mai
500 JR	
Michael Halberstadt	Hus
Ed Peters	Mai
Jeff Moore	—

Grand Prix
Saddleback Park
Orange, Calif.
Feb. 23, 1974
by Tom Corley

MINI	
Mike Musson	Hon
Terry Samudio	Hon
Amy Musson	Hon
100 BEG	
Bruce Ziegler	Yam
Jim Odle	Yam
Larry Gritten	Hod
100 NOV	
Bill Murdock	Yam
100 JR	
Del Walter	DKW
Tom Duda	Yam
George Hadley	Yam
100 INT	
Steve Babcock	Suz
125 BEG	
Paul Schones	Hon
Ian Pederson	Hon
Bret Catcott	Hon
125 NOV	
Bill Noble	Pen
Nick Hein	Suz
Steve Bopp	Hon
125 JR	
Arden Hadley	Hon
Joe Gregoeio	Hon
Mike Raines	Hon
125 INT	
Kevin Willis	Hon
Neil Petrillo	Hon
125 EX	
Bill Blore	Hon
Dave Miller	Mnk
Kevin Crawford	Pen
250 BEG	
Ron Thompson	Hus
Steve Montague	CZ
Craig DeSouey	Yam
250 NOV	
Greg Verdi	Bul
Bob Coyle	Hon
Kirk Dunning	Hon
250 JR	
Warren Wright	Mai
Marvin Masuda	Hon
Wayne Melanson	Hon
250 INT	
Mike Ruby	Mai
Ken Gabrielson	Hus
250 EX	
Jim West	Hus
Drew Nelson	Yam
Frank Steiner	Yam
500 BEG	
Russ Kaatz	Yam
Steve Davis	Mai
David Sherron	Yam
500 NOV	
James Kramer	CZ
Louis Haehnlen	Suz
Mark Casey	Mai
500 JR	
Curt Bishop	Mai
Stan Rogers	Bul
Chuck Enscoe	CZ
500 INT	
Alan Rohrbacher	Mai
Dave Orozco	CZ
Tom Whitten	Suz
500 EX	
Mike Yorba	Mai
Doug Sherman	CZ
Cole Hastings	Hus

Honda Haven hoves into view

By John Ulrich

Photos by Dan McCue

The Long Beach Safety Council, located in (surprisingly enough) Long Beach, California, has opened their "Honda Haven" motorcycle Park. The park is situated on eight acres of land being loaned to the project by the U.S. Navy, across the street from the Long Beach Naval Station. The park opening culminated three years of work by the Safety Council and the Long Beach Minibike Committee towards obtaining a nearby place for local younger riders to ride their bikes.

Anyone can come and ride, for a nominal admission fee. The track is built on piles of used sandblasting sand left by the Navy, and has as much potential as many of the existing commercial "motocross" tracks in Southern California. What sets this one apart is of course the track surface itself, being sand. Park personnel are currently working dirt into the surface to firm it up, but as it is now it's one soft track. There is something to be said for that, though, as it keeps speeds down and also cushions falls taken by young riders.

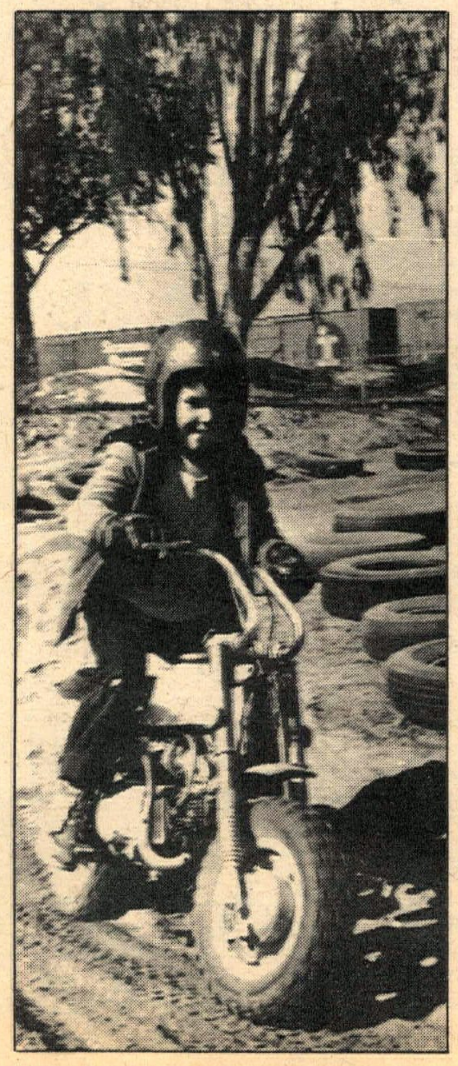
Another shorter track on the park location is within a fenced off mini area. The track is hard dirt (compared to sand) and flat, outlined by old tires. This is the favorite riding place for most of the mini riders who visit the park, as their little wheels just bog in the sand of the other track.

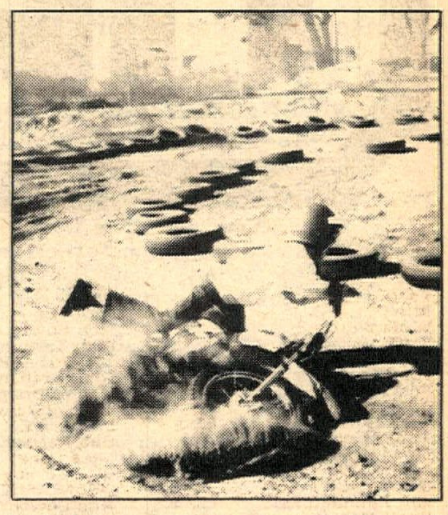
The biggest simple problem with the still-in-rough stages park is labor. Much help is needed to haul away debris, pull buried bits of old anchors and spars out of the sand track surface, complete a landscape plan provided by American Honda, and just plain clean up the place. A water truck is also needed. Any and all donations are tax deductable.

The park is open Monday-Friday 2 p.m. to 6 p.m., closed Wednesday, and open Saturday and Sunday 9 a.m. to 6 p.m. It is located on Seaside Blvd. between the Vincent Thomas Bridge and the Henry Ford Bridge on Terminal Island in Long Beach.

Information on the park project can be obtained by calling the park at 213/436-1251 or 213/547-1818. ●

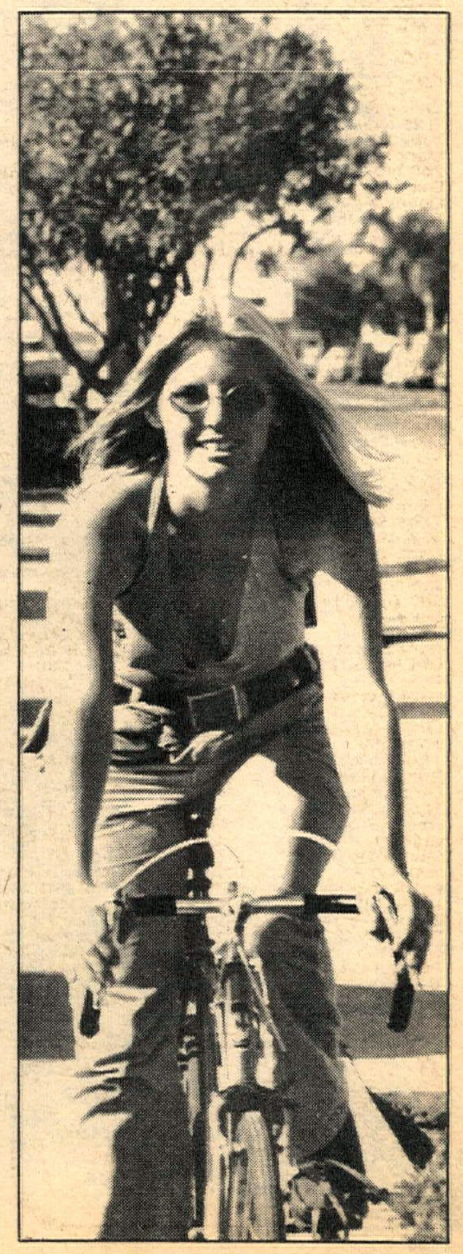
The park is a good place to learn to ride. . .





. . .fall down. . .

. . .or have mommy ride over and watch you go fast.



HELLO, DOLLY

Story & Photos by John Ulrich

A wise man once wrote of a high school motocross, "There were two kinds of girls – the ones you tried to impress, and the ones you were glad you didn't have to race against." Here's one who's both! She's Dolly Hays, and she's enough to make us wish we were a 17 year old motocrosser-about campus again.

Dolly shares one thing with other Powder Puffers we've talked to, besides the obvious common ground of sex. She likes to race for excitement and also, she says, "To show the boys I can do anything I want." She does that pretty well, and at times dates local motocrossers in her home town of Saugus, California who she can blow off in a race.

Dolly, 16, is not just interested in motocross and bikes. She plays flute and piccolo in the William S. Hart High School band and orchestra, is preparing to be Drum Major for the marching band next year, and has been known to appear in Creative Dance shows at school. Not only that, she's a "B" student, and worries about her humanities teacher being a little different (Doesn't every high school student?)

She does not like to work on her bike, hates muddy tracks, has ridden her motocrosser to school a few times (On public roads, until the Highway Patrol comes – then she takes off cross country.) It's hard to get her to smile for photographs because she worries about her braces showing, but they come off in a month or two.

Two different non-motorcycling companies sponsor her. A welding company maintains her Penton 125, and a chemical company pays for the parts. One of her jerseys advertises one of the companies, another the other. Which one she wears at a race depends upon which pair of leathers in her color-coordinated MX closet she decided to wear – you never want to clash on the track, you know.

Dolly got her first bike (an Indian mini) with the intention of racing, and that's what she has been doing since, moving to a Yamaha and then to the Penton she now owns.

After her first knee-dragging ride on a big-bore street rod, she said "Gee, this is as much fun as racing!", and started taking longer looks at street bikes. Dolly is into motorcycling very much.

But most of all Dolly is a very nice young lady. More and more girls are getting into motorcycles and racing, and that's really what this story is all about. That's really fine. It's about time guys could go dancing with their honey on Friday night, and racing with her on Sunday. Yeah, it's really fine!

REGULARLY SCHEDULED EVENTS

Attention Promoters

Place your listing for your regularly scheduled events here. Just send your copy (40 words max) and a check for five issues ($25.00) to Cycle News, P.O. Box 498, Long Beach, CA 90801. 213-427-7433 or 636-8844.

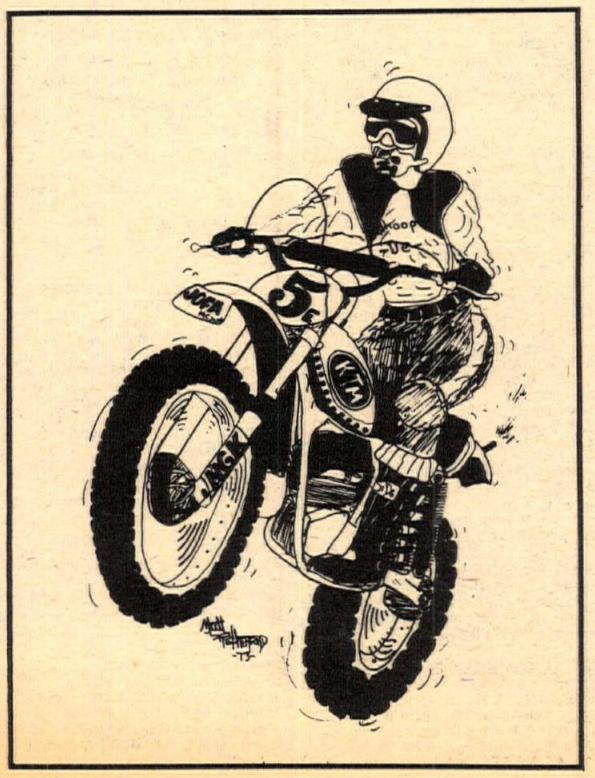
Every Saturday
Moreno Valley M.C., MX all classes, Gate $3., Race Entry $5. Sign in: 7:30 a.m., Race: 9. Min. 33% nice trophies. De Anza Cycle Park, 15 mi. east Riverside on US 60, Take Theodore off-ramp to Ironwood & follow signs. Info: 714-653-2633 or 714-735-1301.

Every Saturday Night
Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign-up 5 to 7:30, practice 6:30, race 8. Admission $1.50, race $2. Camping Free. Sunday practice $1 per bike, silencers required. 714-826-2386.

Every Saturday
MX – Corona Rcwy. Natural terrain. Contingencies – 30% trophies, 100% payback Sr. Gates 9 a.m. prac. 10, race 11. Gates: $2, Entry: $3, Sr: $8., Non-member entry: $5. R.A.C.E. Membership: $5. (not req'd). Silencers required. Beg-Nov-Int-Sr-Mini-Oldtimer (32+). 18 yrs bring parent or notarized consent from parent. Corona Raceway, Fwy. 91 at Buchanan, Corona, CA. 714-689-1913, 735-1705 or 688-5484.

1st & 3rd Sundays
MX Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy, I-15, take Minneola off ramp. Limed. 8 a.m. sign-up, 10 race. 3rd Sunday 100% payback to pro riders. $10 entry. 33% Gold to Jr & Sr. $3.25 ride, $1.50 & .75 watch. Primitive camping, swimming & fishing. Info: 714-257-3315 or 714-252-2070.

Sunday MX
Valley Cycle Park, Moorpark. Motocross AME 1st & 3rd Sun: CRC 2nd Sun; NRA 4th Sun. All classes, prac. 8 a.m., race 9 a.m. Open 7 days. 470 acres open riding. Phone: 805-529-9546.



CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsiblity of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

????????

CRC MEXICAN ENDURO
Easy family run, starts near Tecate. Tentative date depends on final approval by Mexican authorities. Tentative info 714/688-1291.

Thursday, Feb. 28

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132;

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

R.A.C.E. NIGHT MX
Corona Raceway, Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., Race 7:30. 714/735-1705.

March 1-3

WINTERNATIONALS CUSTOM CAR, ROD, BIKE SHOW
Convention Center, Los Angeles, CA. $100 Outstanding Motorcycle Award, Playmate Miki Garcia (Supergoodies!) and also lots of cars. Mail inquiries ISCA, 242 W. Commonwealth, Fullerton, CA 92632. 714/LA6-3394 or 529-1281.

Friday, Mar. 1

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 med. cov. 213/334-4949 or 714/557-3323.

CRC NIGHT MX
Indian Dunes, Valencia, CA. 20% brass same night, cash to Ex. Sign 6 p.m., race 8. 714/688-1291 or 213/830-7519.

ORANGE BOWL MX
OCIR, Irvine, CA. Sign till 6:30 p.m., prac. 6-7 p.m., race 7:30. 714/979-9233 or 838-3093.

March 2-3

BAYMARE YAMAHA GP
Baymare, Ventura Fwy. W to Fillmore Fwy. 23 N to end at Hwy. 118 & follow signs. 213/434-1816.

YAMAHA NATIONAL SAFETY CLINIC
Anaheim Stadium, 200 State College Blvd., Anaheim, CA. Free admission to gen'l public; bikes, helmets, instructors. Intensive safety clinic for beginning riders to be taught at community level. 10 a.m. to 5 p.m. both days. 714/522-9120 or 522-9011.

Saturday, Mar. 2

CMA INDOOR FLAT TRACK
Surrey Frgds., Cloverdale, B.C. Canada. 125; 250; Mini; PP; OT. 604/321-1524.

D-36 SCRAMBLES
Lodi Cycle Bowl, CA. No minis. Open traction, sil. rqd. $2.50 ride or watch. Sign 8 a.m., prac. 9-11 a.m., race noon. 209/368-7182.

CMC/ASCOT NIGHT TT & HALF-MILE
Ascot Rcwy., 18300 S. Vermont, Gardena, CA. 125, 250, 500 Pro & Sportsmen. Class C tires rqd. for ½ mile only. Open 5 p.m., race 7. See ad, save spectator $$$. 213/321-1610 or 323-9710.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30 p.m., race 8. Sil. rqd. Free camping. 714/826-2386 or 674-3658.

D-36 AMA INDOOR SPORTSMAN S.T. CHAMPIONSHIP
Cow Palace, San Francisco, CA. All classes & Divs. inc. minis. Mail Entry $7.50, check payable to Speedway Enterprises, Inc. 14 Camp Evers Ln., Scotts Valley, CA 95066. Qualifying begins 10 a.m., opening ceremonies 3 p.m. 408/438-3210.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

R.A.C.E. MOTOCROSS
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

INDOOR SHORT TRACK
Benton Cnty., Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 p.m., race 8 p.m. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

TROPHY PRESENTATION HUNTINGTON BEACH M.C.
La Habra Moose Lodge 1858, 2047 W. La Habra Blvd., La Habra, CA. Free. 8 p.m. 714/870-5807.

OLD TIMERS CHAMP. HARE SCRAMBLES
Ponderosa Inn, 15 mi. E of Lancaster, CA on Ave. J. Over 35 only, 50% wall plaques, three 8 mi. loops. $8 entry. Start 10 a.m. 213/324-4747 or 367-2907.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

BX
College Pk. Dr. off Studebaker Rd., Long Beach. 3 p.m. 30% brass, stingrays only. Kurt Nicklesen, 821 Lees Ave., L.B., CA 90815. 213/596-6831.

B.U.M.S. BX
7th near Studebaker, Long Beach. All new track, 30% brass & all new entry fee. 75 cents memb., $1 non-memb. Prac. 11 a.m., race 12 noon. 213/597-0478.

Sunday, Mar. 3

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-31 MOTOCROSS
Arizona Desert Rcwys, 9 mi W of Avondale, AZ., on I-10; follow signs from Liberty, AZ. Open 7 a.m., prac. 8, race 9:30. $3 gate, $3 entry. All classes, $50 to 1st. Ex in class. 602/252-1900.

TRIALS — BEGINNERS & NOVICE ONLY
Beg. class for non-trials bikes and riders that have never entered trials. Short school to preceed event. Fee $4.00. Sign 8 a.m., school 8:30, ride 10. Claude Osteen Park, Pomona Fwy to Dudley off ramp. 714/828-6705.

D-37 TT SCRAMBLES
Point Run, Elsinore, CA. Open 7 a.m., sign 8, race 9. Sandak 714/870-5220.

AMC MOTOCROSS
Orange County International Raceway, Tustin, CA. 40% trophies same day, 100% payback to Experts. No mail entry, $5 post, $10 Experts. Gates open 7:30, practice 8:00, race 9:00. $5 membership — Non Member race $2 extra. Info: (714) 832-4555.

CMC/BOSS MX
Plymouth Int'l. Rcwy. Plymouth, CA. Semi-Pro event, 30% brass plus 150% p.b. to pros. 415/796-0195.

BCA MX
Indian Dunes, CA. Post entry only Jrs. $7, 30% brass, Ex. $10, 100% p.b. 805/259-8000.

DRA EUROPEAN SCRAMBLES
Lucerne Valley near Soggy Dry Lake, limed from Lucerne, CA. SCAT, 4/Wh. medics, fin. pins, 20% brass plus class winner cash. First race 8 a.m. 714/373-4647.

WINTER SCRAMBLES — MINIS ONLY
Seaside High School, Seaside, CA. D-36 rules. Signup 9 a.m. — 10:30. 408/722-2367.

MOTOCROSS
Spillway Park, Santa Maria, CA. No. Broadway off-ramp. Sign 8 a.m., race 10. 805/922-8997.

SCRAMBLES
De Anza E. of Riverside on U.S. 60. Year's first De Anza scrambles. 714/653-2633 or 735-1301.

TT & HALF MILE
395 Cycle Park, Adelanto, CA. Silencers rqd., no memb. 25% brass same day. Sign-up 8:30-10 a.m. 714/246-6109.

MINI WORLD TT
Saddleback, Orange, CA. Minis & 100-125cc Lt. Wt. motorcycles. Sign-up 9-10 a.m. 714/552-7643.

CMC/CAL CROSS MX
Sunnyvale PAL track, CA. No. on Mathilda Ave. off Hwy 101, ½ mi. past Lockheed plant. CMC lic. rqd. Open 7:30 a.m., race 9:30. 408/732-2752.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50 start 9 a.m. 714/377-4619.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

AMA SCRAMBLES
La Grange Rodeo Grounds, 32 mi. E of Modesto, CA on Hwy 132. All classes & minis. Rain or shine, open traction. Sign 8 a.m., race noon. 209/634-3202 or 529-1620.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail Entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA. 92626.

DESERT RACE
"Cottontail 50", Bruneau, Idaho, 13 mi. So. of Mtn. Home. 33% brass, fin. pins, Sunday gas avail. Mail entry $8, Mtn. Home Motorcycle Assoc., Box 546 Mountain Home, Idaho 83647. Post $10, Sign 8 a.m., race 11. 208/587-7555 or 587-3859.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Open 8:30 a.m., prac 10, race 11. Riders must be over 18 with ID or have notorized statement. 714/657-3678.

MOTOCROSS
Fox Hollow. Turn E at stoplight on 99-E in Woodburn, Ore., then 2 mi. to Elliot Prarie Rd. and turn L. Sign till 9:30 a.m., race 10. 33% brass. 503/634-2612.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17092 Santa Isable, Fountain Valley, CA 92707. Sign 9:30 a.m., race 10:30. 714/842-9778.

PONDEROSA HARE SCRAMBLES
Ponderosa Inn, 15 mi. E of Lancaster, CA on Ave. J. 40% brass, 3 eight mi. loops, all classes, beg., free camping. $5 entry. Start 10 a.m. 213/324-4747 or 367-2907.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

NBA BX SERIES
Soledad Sands Park, Acton, CA. Each class winner 3 ft. series trophy. Reg. trophies ea. week, also. All age groups & classes. Open 7:30 a.m., race 10, trophies same day. 805/947-5151.

CRC MOTOCROSS
Rawhide Park, Elsinore, CA. All classes, race 9 a.m. 714/688-1291.

NRA TEAM GRAND PRIX
Valley Cycle Park, Moorpark. CA. 714/688-1291. (See ad)

CALENDAR

D-37 ENDURO
150 mils; easy 1st loop for family & Beg. $8 entry, $4 for first loop alone. $1 extra per rider for teams. East of 29 Palms, starts 8 a.m. P.O. Box 402, Corona, CA 91720. 714/735-3249.

SRAC MOTOCROSS
Jim Stevens Benefit, 40 Mi. No. of Denver on I-25 to Berthoud Exit, one mi. So. on access rd. Prac. 8 a.m., Nov. 9, Am. & Ex. noon. Mini, 125, 250, Open class only. Valley Dirt Riders 303/442-0930.

AME MOTOCROSS
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

D-36 MOTOCROSS
Marysville, CA. Under "E" St. Bridge. Three mini classes, four big bike classes., Old Timers (35+). Sil. & 3 plates rqd. Sign 7 a.m., race 10:00 a.m., sharp. 916/868-5266.

POKER RUN
Concord, CA. Limed to Wanderlust M.C. Clubhouse from Hwys. 680, 4, and 24. Gas and dime-a-dip food avail. Entry $2. 11 a.m. start. 415/754-0435.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

CMC WINTER SCRAMBLES
Cycleland Speedway, Chico, CA 14 mi. So. of Chico on Hwy 99 E. All classes incl. minis. Optional traction. Sign 8-10 a.m., race noon. 916/342-9302 or 342-4216. If rain — no race!

MOTOCROSS
Deschutes Cycle Park, Hwy. 97 No. of Bend, Oregon. Sil. & 3 num. plt. rqd. 100% p.b. to Ex. Free camping. Practice 9 a.m. Race 10:15. 503/389-1479.

Thursday, Mar. 7

NIGHT MX, TT-SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

R.A.C.E. NIGHT MX
Corona Raceway, Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., Race 7:30. 714/735-1705.

Friday, Mar. 8

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 med. cov. 213/334-4949 or 714/557-3323.

CRC NIGHT MX
Indian Dunes, Valencia, CA. 20% brass same night, cash to Ex. Sign 6 p.m., race 8. 714/688-1291 or 213/830-7519.

ORANGE BOWL MX
OCIR, Irvine, CA. Sign till 6:30 p.m., prac. 6-7 p.m., race 7:30. 714/979-9233 or 838-3093.

Saturday, Mar. 9

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

THIRD SIERRA CLUB DESERT SYMPOSIUM
University of Southern California, Los Angeles, CA. 9 a.m. Go, and let the conservationist know how you feel about your desert!

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

R.A.C.E. MOTOCROSS
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

CMC/ASCOT NIGHT TT & HALF-MILE
Ascot Rcwy., 18300 S. Vermont, Gardena, CA. 125, 250, 500 Pro & Sportsmen. Class C tires rqd. for ½ mile only. Open 5 p.m., race 7. See ad, save spectator $$$. 213/321-1610 or 323-9710.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

BX
College Pk. Dr. off Studebaker Rd., Long Beach. 3 p.m. 30% brass, stingrays only. Kurt Nicklesen, 821 Lees Ave., L.B., CA 90815. 213/596-6831.

B.U.M.S. BX
7th near Studebaker, Long Beach. All new track, 30% brass & all new entry fee. 75 cents memb., $1 non-memb. Prac. 11 a.m., race 12 noon. 213/597-0478.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

DRA Desert Racing Association Presents the

2nd BAKER TO VEGAS

Hare & Hound approx. 100 miles — April 6 — Sat.

For all riders: Beg-Nov-Am-Ex. Start decals super Finisher Pins — 20% Trophies. Desert Riders — Motocross Riders — Trail Riders get it together and ride in a cross-country race where you get quality Trophies — $Money to winners — Double DRA points. Neat Finisher Pins to finishers and a good time by all.

DRA BONUS $$$

Pie Plate winners O.K. here.

$300. to 1st Overall	0-200 Nov-Am-Ex	$100. ea.
$200. to 2nd Overall	250 Nov-Am-Ex	$100. ea.
$100. to 3rd Overall	Open Nov-Am-Ex	$100. ea.

No Pie Plate winners here.

— Entry Limited Act Now —

Membership required in all classes except Pie Plate Expert. Same day membership processing. $10 per year resident, $5 per year No. Calif. and out of state. Mail $12. with entry and legal size 4½x9½ SASE to: DRA, P.O. Box 2605, Calif. City, CA 93505 Info: 714/373-4647.

4/Wheel Medic units — SCAT Radio Crews — Ambulances — Photos

Application for Entry
DESERT RACING ASSOCIATION

DRA Riding No. ____

Name____ Address____

City____ State____ Zip____ Phone____ Age____

RIDING CLASS ___Beginner ___Novice ___Amateur ___Expert ___Powder Puff

Make and size of bike____

MOTORCYCLE RIDING IS A DANGEROUS ACTIVITY
So I hold **AT NO FAULT** the sponsors of this event, their agents or the landowners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. **I HEREBY CONSENT TO MEDICAL AID AND TRANSPORTATION** in case of injury **WITH COST OF SUCH AID OR TRANSPORTATION TO BE BORNE FULLY BY ME.**

Signed____ Date____
I have read and agree to all the above

Parent's Approval____ (Required if entrant is under 18)

Sunday, Mar. 10

AMA NATIONAL ROADRACE
Daytona Beach, Florida, $52,000 purse.

D-37 HARE & HOUND
Invaders Annual Saucer H & H, Shady Acres, limed from Red Mtn., CA. No rocks, no dust, points, fin. pins. 10 a.m. start. 213/567-5697.

NBA BX SERIES
Soledad Sands Park, Acton, CA. Each class winner 3 ft. series trophy. Reg. trophies ea. week, also. All age groups & classes. Open 7:30 a.m., race 10, trophies same day. 805/947-5151.

AMC MOTOCROSS
Gates open 7:30 a.m., practice 8:00-9:00. No mail entry. $5 post, Experts $10. 100% payback. Membership required $5. 40% trophies same day! Non Members $2 extra. Info: (714) 832-4555.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Open 8:30 a.m., prac 10, race 11. Riders must be over 18 with ID or have notorized statement. 714/657-3678.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

"TRUCKIN' TRIALS"
P.I.T.S. Frank Raines Park, Patterson, CA, Hwy 5 Patterson turnoff, W. Junction 17, 14 mi. west. Nov. "B". Nov. "A", Am., Ex. Entry $3. Sign 8-10 a.m., start 10. 408/293-4536.

MDRA EUROPEAN SCRAMBLES
Ponderosa, Lancaster, CA. 20% brass, 2-3-4-wheelers invited. Entry $6, no checks, please. First race 10 a.m. 805/947-1593.

MOTOCROSS
Desert Wheels MC. Sign-ups 8 a.m., races 10. Info: Box 37, Edwards, CA 93523.

NMA MINIS
Saddleback Park, Orange, CA. Sign 8:30-9:30 a.m., race 10. Trophy dashes too.

MOTOCROSS
Baymare, Ventura F[illegible] W to Fillmore F[illegible] to end [illegible] follo[illegible] Baymare [illegible] temporarily [illegible] until gas crisis is over. [illegible] a.m., [illegible] Am. Ex. [illegible] rqd. 40% brass, [illegible]% Ex. p.b. 213/434-1816.

CANCELLED

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m, prac 8, race 9. New course. 714/586-7964.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

CRC MOTOCROSS
Valley Cycle Park. 40% trophies, same day. No membership rqd. All classes. Info: 213/830-7519 or 714/688-1291.

CRC CANDYASS ENDURO
Stoddard Valley, CA. No memb. rqd. Minis, P.P., Under 16, Veterans, husband/wife, father/son teams. Easy course, emphasis on timekeeping. Mail $8 & 2 SASE to CRC, 6625 Dorinda, Riverside, CA 92503. $10 post. Start 8:01 a.m. 714/688-1291.

"TRUCKIN' TRIALS"
P.I.T.S, Frank Raines Park, Patterson, CA., Hwy 5 Patterson turnoff, W. Junction 17, 14 mi. west. Nov/enduro, Nov. "A", Am., Ex. Entry $3. Sign 8-10 a.m., start 10. 408/293-4536.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

SCRAMBLES
Woodland Winter Track, Woodland, Wash. 5 mi. E of Woodland on Hwy. 503. Prac noon, race 1 pm. 100; 200; 250; 500. 206/225-3281.

MINICYCLE MX
Marysville, CA. Under the "E" St. Bridge. Require Y.A.M.A. card, D-36 card, or proof of age. All classes, D-36 rules, 6 thru 14 yrs. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

CMC WINTER SCRAMBLES
Cycleland Speedway, Chico, CA 14 mi. So. of Chico on Hwy 99 E. All classes incl. minis. Optional traction. Sign 8-10 a.m., race noon. 916/342-9302 or 342-4216. If rain — no race!

Thursday, Mar. 14

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

R.A.C.E. NIGHT MX
Corona Raceway, Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., Race 7:30. 714/735-1705.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, Ca. 90280. 100/125/175/250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

Friday, Mar. 15

CRC NIGHT MX
Indian Dunes, Valencia, CA. 20% brass same night, cash to Ex. Sign 6 p.m., race 8. 714/688-1291 or 213/830-7519.

ORANGE BOWL MX
OCIR, Irvine, CA. Sign till 6:30 p.m., prac. 6-7 p.m., race 7:30. 714/979-9233 or 838-3093.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 med. cov. 213/334-4949 or 714/557-3323.

March 16-17

A.T.A. — V.O.T.E. TWO DAY TRIAL
Texas Canyon Area of Angelus Nat'l. Forest. Mail entry $8, post $10. First rider off at 9:01 a.m. both days. Start times in order as entries received. Spark arrestors WILL be inspected! 7627 Alcove Ave., No. Hollywood, CA 91605. 213/765-8186.

Saturday, Mar. 16

CMC/ASCOT NIGHT TT & HALF-MILE
Ascot Rcwy., 18300 S. Vermont, Gardena, CA. 125, 250, 500 Pro & Sportsmen. Class C tires rqd. for ½ mile only. Open 5 p.m., race 7. See ad, save spectator $$$. 213/321-1610 or 323-9710.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

NBA CAMPOUT
BX films, everyone welcome. Firepits, restrooms, etc. 805/947-5151.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

INDOOR SHORT TRACK
Benton Cnty., Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 p.m., race 8 p.m. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

D-36 SCRAMBLES
Lodi Cycle Bowl, CA. No minis. Open traction, sil. rqd. $2.50 ride or watch. Sign 8 a.m., prac. 9-11 a.m., race noon. 209/368-7182.

R.A.C.E. MOTOCROSS
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

CMA INDOOR FLAT TRACK
Surrey Frgds., Cloverdale, B.C. Canada. 125; 250; Mini; PP; OT. 604/321-1524.

Sunday, Mar. 17

SRAC TT
Berthoud, Co. 40 mi. No. of Denver on I-25, Berthoud exit, then 1 mi. So. on access rd. SRAC memb. rqd., 30% brass, cash to Experts. Prac. 10 a.m. race noon. 303/442-0930.

HRA HALF MILE & TT
395 Cycle Park, Adelanto, CA. Sil. rqd., no memb. Sign 8:30, race 10 a.m. 714/245-5282 or 246-6109.

MINI WORLD TT & SHORT TRACK
Trojan Spdwy. Minis & 100-125cc Lt. Wt. motorcycles. Sign-up 9:00-10:30 a.m. 714/552-7643.

D-36 MOTOCROSS
Crazy Horse Cyn., 12 mi. No. of Salinas, CA on Hwy 101. Sand pit track. Ride $5, watch $2, kids $1. Sign 7 a.m., race 9:30. 408/422-9809.

AMA MOTOCROSS
Spillway Park, No. Broadway off-ramp, Santa Maria, CA. Entry $3.50. Sign 8 a.m., race 10. 805/922-8997.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

PRACTICE SESSION
Motorcycle & Cars, ½-mi. oval & 5/8-mi. T.T. courses. South Bay-Speedway, Otay Mesa, Chula Visa, CA. 12 Noon till dark. 714/422-9852.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

CMC/CAL CROSS MX
Sunnyvale PAL track, CA. No. on Mathilda Ave. off Hwy 101, ½ mi. past Lockheed plant. CMC lic. rqd. Open 7:30 a.m., race 9:30. 408/732-2752.

DEALERS CHALLENGE MOTOCROSS
Puyallup Raceway Park, Puyallup, WA. First Annual Rainier International Motorcycle Dealers' Challenge. Ten Amateur classes, 250cc pro class. Dealers contact IRP, Inc. P.O. Box 506 for entry form & rules. Riders contact your dealer to join a team. 206/631-1550.

D-37 HARE & HOUND
Jackrabbits M.C. 10 mi. No. of Red Mtn., Ca. on Trona Rd. Approx. 90 mi. course. Rescue 3. 10 a.m. start. 213/422-5034.

AMA DESERT HARE SCRAMBLES
Plaster City, CA. I-8 East 90 mi. from San Diego, 15 mi. W of El Centro. Hi-Boots M.C. 10 a.m. start. 714/477-7083.

CALENDAR

CMC WINTER SCRAMBLES
Cycleland Speedway, Chico, CA 14 mi. So. of Chico on Hwy 99 E. All classes incl. minis. Optional traction. Sign 8-10 a.m., race noon. 916/342-9302 or 342-4216. If rain — no race!

AMA SCRAMBLES
La Grange Rodeo Grounds, 32 mi. E of Modesto, CA on Hwy 132. All classes & minis. Rain or shine, open traction. Sign 8 a.m., race noon. 209/634-3202 or 529-1620.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Open 8:30 a.m., prac 10, race 11. Riders must be over 18 with ID or have notorized statement. 714/657-3678.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Deschutes Cycle Park, Hwy. 97 No. of Bend, Oregon. Sil. & 3 num. plt. rqd. 100% p.b. to Ex. Free camping. Practice 9 a.m. Race 10:15. 503/389-1479.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50 start 9 a.m. 714/377-4619.

CRC GP
Carlsbad Rcwy., CA 45 min. races, all classes. Pavement, MX & smooth. No memb. rqd. Mail $8 to 6625 Dorinda, Riverside, CA 92503. Post $10. 714/688-1291.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day. Cash to Srs. Beg., Jr., Int. Sr. minis & P.P. No memb. rqd. 714/688-1291.

AME MOTOCROSS
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17092 Santa Isable, Fountain Valley, CA 92707. Sign 9:30 a.m., race 10:30. 714/842-9778.

AMC MOTOCROSS
Orange County International Raceway, Tustin, CA. 40% trophies same day, 100% payback to Experts. No mail entry, $5 post, $10 Experts. Gates open 7:30, practice 8:00, race 9:00. $5 membership — Non Member race $2 extra. Info: (714) 832-4555.

NBA BX SERIES
Soledad Sands Park, Acton, CA. Each class winner 3 ft. series trophy. Reg. trophies ea. week, also. All age groups & classes. Open 7:30 a.m., race 10, trophies same day. 805/947-5151.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MOTOCROSS
Fox Hollow. Turn E at stoplight on 99-E in Woodburn, Ore., then 2 mi. to Elliot Prarie Rd. and turn L. Sign till 9:30 a.m., race 10. 33% brass. 503/634-2612.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

D-37 HARE & HOUND
Jack Rabbits M.C. 10 mi. N of Red Mountain on Trona Rd. to RxR turn Rt. 90 mi. 2 loops. 3' trophy to 1st Nov & finisher pins. D-37 pts., AMA sanc. Entry $5.50. Start 10 a.m. Rain or shine. 213/422-5034.

CRRA MOTOCROSS
Yuma Cycle Park, 1 mi E of Yuma, Ari. on US 95. Box 5563 Yuma, Ari. 85364. Open 7 a.m., race 9. 602/726-0532 (night).

CRC MOTOCROSS
Carlsbad Rcwy. 40% trophies, same day. No memb. rqd. All classes. Info: 213/830-7519 or 714/688-1291.

Thursday, Mar. 21

R.A.C.E. NIGHT MX
Corona Raceway, Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., Race 7:30. 714/735-1705.

NIGHT MX, TT SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

March 22-24

21st ANNUAL SAN DIEGO SHOW
CSH Motorcycles & Custom Cars. Community Concourse, Info: 213/588-1934 or 588-4551.

Friday, Mar. 22

CRC NIGHT MX
Indian Dunes, Valencia, CA. 20% brass same night, cash to Ex. Sign 6 p.m., race 8. 714/688-1291 or 213/830-7519.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 med. cov. 213/334-4949 or 714/557-3323.

ORANGE BOWL MX
OCIR, Irvine, CA. Sign till 6:30 p.m., prac. 6-7 p.m., race 7:30. 714/979-9233 or 838-3093.

March 23-24

GREAT BEAR G.P.
Riverside Int'l. Rcwy., Riverside, CA. Hwy 395 & 60, Dat St. Off ramp. Four 100-mi. races, Spl. Old Timer race. Entry $10 mail, $100 post. G.B.G.P. P.O. Box 6026, Orange, CA 92667. 9 a.m. & 1 p.m. starts both days. 714/636-OCMC.

TRANS-AMA QUALIFIER
Arizona Desert Rcwy., 9 mi. W of Avondale, Az. on I-10 to Airport Rd., follow signs. $1200 purse, two 30 min. motos. Starts noon. 602/252-1900.

Saturday, Mar. 23

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

HANDICAP DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

CMC/ASCOT NIGHT TT & HALF-MILE
Ascot Rcwy., 18300 S. Vermont, Gardena, CA. 125, 250, 500 Pro & Sportsmen. Class C tires rqd. for ½ mile only. Open 5 p.m., race 7. See ad, save spectator $$$. 213/321-1610 or 323-9710.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

R.A.C.E. MOTOCROSS
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

KBMA INDOOR SHORT TRACK
Klamath County Fairgrounds, Klamath Falls, Ore. Require: Sil., 3 plates, no sidestands, rubber on footpegs, no knobbies. Classes: 100 kids, 100 mens, 125, 200, 250. $3 entry. Sign 4:30 p.m., prac 5:00, race 7. 503/882-2304.

Sunday, Mar. 24

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17092 Santa Isable, Fountain Valley, CA 92707. Sign 9:30 a.m., race 10:30. 714/842-9778.

NBA BX SERIES
Soledad Sands Park, Acton, CA. Each class winner 3 ft. series trophy. Reg. trophies ea. week, also. All age groups & classes. Open 7:30 a.m., race 10, trophies same day. 805/947-5151.

AMC MOTOCROSS
Gates open 7:30 a.m., practice 8:00-9:00. No mail entry. $5 post, Experts $10. 100% payback. Membership required $5. 40% trophies same day! Non Members $2 extra. Info: (714) 832-4555.

CMC WINTER SCRAMBLES
Cycleland Speedway, Chico, CA 14 mi. So. of Chico on Hwy 99 E. All classes incl. minis. Optional traction. Sign 8-10 a.m., race noon. 916/342-9302 or 342-4216. If rain — no race!

TT SCRAMBLES
Perris Rcwy., Perris, CA. Open 8:30 a.m., prac 10, race 11. Riders must be over 18 with ID or have notorized statement. 714/657-3678.

MINICYCLE MX
Marysville, CA. Under the "E" St. Bridge. Require Y.A.M.A. card, D-36 card, or proof of age. All classes, D-36 rules, 6 thru 14 yrs. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

AMA PROFESSIONAL HALF MILE
"Cal Rayborn Memorial" benefit. $1,200 purse. South Bay Park-Speedway, Otay Mesa, Chula Vista, CA. Open 10 a.m., race 2:30. Nov., Jr., Ex. P.O. Box 995, Chula Vista, CA 92011. 714/422-9852.

CRC MOTOCROSS
Indian Dunes. 40% trophies, same day. No membership rqd. All classes. Info: 213/830-7519 or 714/688-1291.

MOTORCYCLE & PARTS AUCTION
San Jose, Ca. 435 Willow St. From Hwy 17 take Hamilton Ave., from Hwy 280 take Vine St. A public auction for everyone. Buy/sell, dealers welcome. Est. min. price, then pay 15% if item sells. Opens 11:30 a.m. 408/289-8847.

MOTOCROSS
Blitz-Weinhard Grand Opener. Portland International Rcwy. (West Delta Park). Portland, Ore. 503/285-7060.

MOTOCROSS
395 Cycle Park, Adelanto, CA. 40% brass. Sil. rqd., no memb. Sign 8 a.m., race 10. 714/245-5282.

MINI WORLD TT
Saddleback, Orange, CA. Minis & 100-125cc Lt. Wt. motorcycles. Sign-up 9-10 a.m. 714/552-7643.

C.T.A. TRIALS & SCHOOL
Escape Country, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A., P.O. Box 2023, Orange, CA 92669. 714/832-2770.

STREET BIKE TIME/DIST. RALLYE
Sierra Foothills, E. of Sacramento, CA. Start in scenic old Folsom at Grizzly Eng'r'g. Classes: 0-250cc Solo, 251-Open Solo, Open Doubles, Open Sidecar. Fin. pins, free bean feed after. Starting No. by postdated entry $5 mail to Sierra Rallye, 2800 — 65th Ave., Sacramento, CA 95822. 916/422-1544.

AME MOTOCROSS
Rawhide Park, Elsinore, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

L.A. International Raceway

Ascot

Every Saturday Night
through March – TT & ½ Mile

Gates open: 5 p.m., Close: 6 p.m., 1st race 7 p.m.
Prac: TT 5:45-6:15 all classes (traction optional)
Prac: ½ Mile, 6:15-6:45 all classes (Class C traction req.)
'74 CMC license req.
TT: 125, 250, 500 Pro & Sportsmen ½ Mi: 125, 250, 500 Pro & Sportsmen
Also Trophy Mini Races Entry: $5.00 per class per rider, $3.50 pit pass

18300 S. Vermont, Gardena, California

Ascot
$1.00 OFF
Regular Adults Admission with this Coupon

Regular price Adult	$2.50
Junior	1.50
9-12	1.00
8 and under	FREE

ORANGE COUNTY INTERNATIONAL RACEWAY ANNOUNCES
Orange BOWL MOTOCROSS
"EVERY" FRIDAY NIGHT
$6.00 + $2.00 GATE, ENTRY FEE-ENTRIES BOUGHT AT TRACK, NIGHT OF EVENT
EXPERTS $10.00 + $2.00
5:00 PIT GATE OPENS
6:30 SIGN-UP CLOSES
6:30 SPECTATOR GATES OPEN
6-7 PRACTICE
7:30 FIRST JR RACE
$3.00 Adults $1.00 8-12 Years
INCLUDES PIT PASS
100% PAYBACK TO EXPERTS
Beg-Nov-Jr-Int-Sr-Ex-Old Timers-Minis
NO MEMBERSHIP REQUIRED
INFO: 714-838-3093

CRC 714-688-1291
Candyass Enduro
March 10
Stoddard Valley
(Sidewinder Rd., 5 mi. So. of Barstow)
20% trophies & finisher pins
70 miles – 1st loop easy, 2nd loop challenging
Powder Puff & under 16 ride 1 loop for 40% trophies.
AB & C riders welcome
No charge for parent/child and husband/wife treams.
2 & 3 man teams add $1.00
Mail $8.00 to CRC: 6625 Dorinda, Riverside, CA 92503
$10.00 post
5' trophy to best club entry.
No extra charge.

SCRAMBLES
MVMC Presents
The First De Anza Scrambles
March 3 – De Anza Cycle Park
15 miles east of Riverside on U.S. 60. 27 miles – three nine mile loops. Sign in 7:00 a.m., 9:00 – 250 Open-Beg-Nov., 10:00 – 250 Nov., 11:00 – 250 Beg., Noon – 125-175 Nov., 1:00 – 125-175 Beg. Gate: $3.00, Entry: $6.00, Spec: $1.00. Well marked course. Le Mans start. 25% trophies + Finisher trophies. Free overnight camping.
Info: 714-653-2633 or 735-1301

Boss Motocross
Plymouth Int'l. Raceway
Site of the Hangtown Classic
March 3
Semi-Pro Motocross
30% Trophies to Am-Nov-Int
150% Cash payback to Pro
Nov-Int Mail entry $6.00, $8.00 Post
Pro Mail entry $10.00, $15.00 Post
Mail entries to:
Fred Dion Enterprises
39116 Logan Dr.
Fremont, CA 94538
Info: 415-796-0195

☆☆☆☆☆☆☆MIKE PLUNKETT presents☆☆☆☆☆☆☆

2nd annual YAMAHA G.P.

$1000 IN PRIZES! Sun. MARCH 3 NO PENALTY FOR POST ENTRY

RACE SCHEDULE

1. 125cc 10 AM
2. 100cc MINI 11AM
3. 250cc 12 NOON
4. Old Timers– Powder Puffs – Hacks 1 PM
5. All Open Bikes 2 PM

★★★★★★★★★★★★★★★★★★★★★★★★

TOM BROOKS, defending 125 EX. DESERT CHAMPION, is out to prove he's still CHAMP!

★★★★★★★★★★★★★★★★★★★★★★★★

660 MXer and DESERT RIDERS dueled it out in 1973 – don't miss the second explosive show for '74!

★★★★★★★★★★★★★★★★★★

DON'T MISS ANY OF THE ACTION!!!

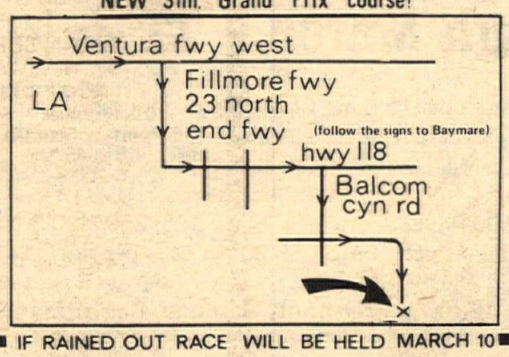
BAYMARE

NEW 3mi. Grand Prix course!

GIANT MAJESTIC TROPHIES!

100% FINISH TROPHIES

NO OVERNIGHT CAMPING



RACE for 50 minutes!

General admission:
$3 Adult –
$2 Junior

UNDER 10 FREE!

IF RAINED OUT RACE WILL BE HELD MARCH 10

Team Grand Prix March 3

Valley Cycle Park No membership required

Two-man teams, each rider may ride his own bike.
Two practice sessions: 8 a.m. and 1 p.m.
0-200cc race in a.m. 250-Open race 2 p.m. 30% trophies

NRA 714-688-1291

SADDLEBACK park

Saddleback Association of Motorcyclists

MOTO-CROSS EVERY SATURDAY

No Membership Required
No mail entry • 3-20 min. motos
Just $6 to race • Gates open – 7:00
Experts $10 entry • 100% payback
For Info (714) 979-9233

FOX FREEBEE MARCH 10
Valley Cycle Park
Free race entries
to all Powder Puff racers
CRC 213-830-7519

TT SCRAMBLES MARCH 31
Valley Cycle Park (Moorpark)
So. California's newest
high-speed Scrambles track.
NRA 714-688-1291

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

ST PATRICK GRAND PRIX
Carlsbad Raceway
MARCH 17
Pavement, Motocross, etc.
CRC 714-688-1291

50¢ AMC - MX 50¢
at CARLSBAD
Every Saturday
3-20 Min motos no membership
info 714-832-4555
50¢ off on any AMC Carlsbad race

Trials and Schools
California Trials Association
Escape Country, Trabuco Canyon
March 24
P.O. Box 2023, Orange 92669
714-832-2770 after 5:00

CALENDAR

Thursday, Mar. 28

R.A.C.E. NIGHT MX
Corona Raceway, Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., Race 7:30. 714/735-1705.

ORANGE BOWL MX
OCIR, Irvine, CA. Sign till 6:30 p.m., prac. 6-7 p.m., race 7:30. 714/979-9233 or 838-3093.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

Friday, Mar. 29

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 med. cov. 213/334-4949 or 714/557-3323.

CRC NIGHT MX
Indian Dunes, Valencia, CA. 20% brass same night, cash to Ex. Sign 6 p.m., race 8. 714/688-1291 or 213/830-7519.

March 30-31

OLE TYMERS
CMC MOTOCROSS
First Annual Tri-State Championship for Ole Tymers, Argyll Park, Dixon, CA. 13 mi. W of Dixon on Hwy 113. Entry 2 days $14 mail, $20 post. Send c/o Dam Cycles, 4036 Dam Rd., El Sobrante, CA 94803. 415/222-2044

TWO DAY TRIAL
I.S.D.T. QUALIFIER
Ft. Hood, Tx. Send letter of intent to Mel Parkhurst, Mgr. of Amateur Activities, AMA, P.O. Box 141, Westerville, OH 43081. Entries, P.O. Drawer A, Ft. Hoot, TX 75544.

SECOND ANNUAL
TECATE QUINENTOS
"500" ENDURO
Two day 500 mi. enduro for experienced riders. Tecate — San Felipe — Tecate loop. $40 mail entry includes most gas, oil, lunches, insurance, party. Drawing Mar. 1, mail deadline Mar. 15, P.O. Box 1582, La Mesa, CA 92041. AMA enduro rules, team trophy, out time both days. 7:01 a.m. PSDT. Days 714/291-7311 ex. 1423, eves. 714/473-8310.

Saturday, Mar. 30

CMC/ASCOT
NIGHT TT &
HALF-MILE
Ascot Rcwy., 18300 S. Vermont, Gardena, CA. 125, 250, 500 Pro & Sportsmen. Class C tires rqd. for ½ mile only. Open 5 p.m., race 7. See ad, save spectator $$$. 213/321-1610 or 323-9710.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

INDOOR
SHORT TRACK
Benton Cnty., Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 p.m., race 8 p.m. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

HANDICAP
DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

R.A.C.E. MOTOCROSS
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

D-36 SCRAMBLES
Lodi Cycle Bowl, CA. No minis. Open traction, sil. rqd. $2.50 ride or watch. Sign 8 a.m., prac. 9-11 a.m., race noon. 209/368-7182.

Sunday, Mar. 31

BEES' WIDOWMAKER
HILLCLIMB
Point of the Mountain, Utah, 10 mi. So. of Salt Lake City off I-15. 2nd year on 1500' unclimbed hill. Entry by mail only! For entry blank write P.O. Box 46, West Jordan, Utah 84084. AMA and Utah SRA point event. Begins 10 a.m. — no practice. Info: 801/255-3659.

AMA MX
NAT'L. CHAMP.
Baymare Cycle Park, Moorpark, CA. 250cc & 500cc Championships.

AMA MOTOCROSS
Spillway Park, No. Broadway off-ramp, Santa Maria, CA. Entry $3.50. Sign 8 a.m., race 10. 805/922-8997.

MOTOCROSS S & S
Carlsbad Rcwy., Carlsbad, CA. No membership Rqd., Open 8 a.m., race 9:30. 714/278-2364.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

MOTOCROSS
Moreno Valley M.C., De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9 a.m. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

URA ENDURO
Lame Puppy (Son of Lame Dog) 100 mi. Charlies Place, limed from Red Mtn., Ca. First loop easy family, 2nd A-B-C riders, 3rd loop A & B only. Fin. pins, 20% gold. Mail $8.50, 2 SASE to URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208 or 421-9179 or 988-2967.
Mini under 16 $5 entry.

MOTOCROSS
395 Cycle Park, Adelanto, CA. 40% brass. Sil. rqd., no memb. Sign 8 a.m., race 10. 714/245-5282.

TT SCRAMBLES
Valey Cycle Park, Moorpark, CA. 805/529-9546.

D-37 HARE
SCRAMBLES
Rand Mtns., limed Hwy 14 No. of Cal. City, CA. & Hwy 395 No. of 4 Corners. Second Annual Badgers' Cop Out., two 45 mi. loops, fin. pins. 10 a.m. start. 213/443-3584.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

MOTOCROSS
Fox Hollow. Turn E at stoplight on 99-E in Woodburn, Ore., then 2 mi. to Elliot Prarie Rd. and turn L. Sign till 9:30 a.m., race 10. 33% brass. 503/634-2612.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Open 8:30 a.m., prac 10, race 11. Riders must be over 18 with ID or have notorized statement. 714/657-3678.

April 6-7

TWO DAY
TRIAL I.S.D.T.
QUALIFIER
Picayune, Miss. Letter of intent to Mel Parkhurst, Mgr. of Amateur Activities, AMA, P.O. Box 141, Westerville, OH 43081. Sponsor Trail Masters, P.O. Box 731, Picayune, MS 39466.

NMA WORLD MINI GP
Indian Dunes Park, Valencia, CA. Resched. to this date due to weather & bottomless mud.

Saturday, Apr. 6

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. Gates open 7 a.m. 714/979-9233.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. No mail entry. $5 post, $10 Experts. Three 20 minute motos. Gates open 7:30, practice 8:00, race 9:00. 100% payback to Experts, 40% trophies given same day! $5 membership required — Non Members $2 extra. Info: (714) 832-4555.

HANDICAP
DRAG RACING
OCIR, Irvine, CA. Bike bracket, exclusively for motorcycles; opportunity for small-displacement owners. Cash and points awards. Open 1:30 p.m. Eliminations 7 p.m. 714/838-3593.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

DRA BAKER
TO VEGAS
Entry limited, 2,000 riders. Mail $12, 2 SASE to DRA, P.O. Box 2605, California City, CA 93505. 20% brass, fin. pins, plus class winner cash. 714/373-4647.

Sunday, Apr. 7

MOTOCROSS
Deschutes Cycle Park, Hwy. 97 No. of Bend, Oregon. Sil. & 3 num. plt. rqd. 100% p.b. to Ex. Free camping. Practice 9 a.m. Race 10:15. 503/389-1479.

ITA TRIALS
& SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

CRC GP
Rawhide Park, Elsinore, CA. 45 min. races, all classes. Pavement, MX & smooth. No memb. rqd. Mail $8 to 6625 Dorinda, Riverside, CA 92503. Post $10. 714/688-1291.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

MOTOCROSS S & S
Carlsbad Rcwy., Carlsbad, CA. No membership Rqd., Open 8 a.m., race 9:30. 714/278-2364.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail Entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA. 92626.

C.T.A. TRIALS & SCHOOL
Escape Country, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A., P.O. Box 2023, Orange, CA 92669. 714/832-2770.

CRC MOTOCROSS
Rawhide Park. 40% trophies same day. No membership rq'd. All classes. Info: 213/830-7519 or 714/688-1291.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

April 27-28

I.S.D.T. QUALIFIER
Barstow, CA. Approx. 400 mi., 200 mi./day. Exper. riders only, no novice desert or "C" enduro, please. Shamrocks M.C. 744 Doan Dr., Burbank, CA 91506.

May, 1974

SAFETY CONFERENCE
Twenty first Annual Western Safety Congress and Exhibits, Anaheim Convention Center, Anaheim, CA. National Safety Council, 3388 W. 8th St., Los Angeles, CA 90005.

Alphabet Soup

1974 AMA Pacific Coast Regional Championships

4/21	TT	Boise, ID
5/31	TT	Clackamas, OR
6/15	TT	Castle Rock, WA
7/14	TT	Clackamas, OR
8/11	HM	Sturgis, SD

1974 Two-Day I.S.D.T. Qualifier Series

3/30-31	Ft. Hood, TX
4/6-7	Picayune, MS
4/27-28	Barstow, CA
5/4-5	Trask Mtn., OR
5/18-19	Camp Atterbury, IN
6/22-23	Weston, OR

BIGGIES

1974 AMA National Championships

3/10	RR	Daytona Bch, FL
5/19	M	San Jose, CA
5/26	HM	Denver, CO
6/2	RR	Gainesville, GA
6/8	HM	Louisville, KY
6/16	RR	Loudon, NH
6/23	HM	Columbus, OH
7/7	M	San Jose, CA
7/13	TT	Castle Rock, WA
7/20	TT	Gardena, CA
7/28	RR	Monterey, CA
8/4	HC	Muskegon, MI
8/9	ST	Hinsdale, IL
8/11	HM	Terre Haute, IN
8/18	TT	Peoria, IL
8/24	M	Indianapolis, IN
9/1	RR	Talladega, AL
9/8	M	Syracuse, NY
9/20	HM	Roosevelt, NY
9/22	HM	Toledo, OH
9/29	M	Albany, CA
10/6	RR	Ontario, CA
10/12	HM	Gardena, CA

AMA Motocross Qualifying Events

2/17	Orlando, FL
2/24	Tallahassee, FL
3/3	Ponte Vedra Bch., FL
3/17	Shreveport, LA
3/24	Phoenix, AZ
3/31	Medford, OR
4/7	Bruceton Mills, WV
4/14	Santa Maria, CA
4/28	Lisbon, OH
5/5	Bend, OR
5/5	Livermore, CA
5/12	Cecil, OH
5/26	Linnville, OH
5/26	Claremore, OK
5/27	Hillsboro, OH
6/2	Buchanan, MI
6/9	Hamersville, OH
6/16	Lisbon, OH
6/23	Bruceton Mills, WV
6/30	New Cumberland, WV
7/5	Claremore, OK
7/14	Bruceton Mills, WV
8/4	Cecil, OH
8/9	Morgantown, WV
8/17	Mt. Pocono, PA
8/18	Morgantown, WV

1974 AMA National MX Championships

3/31	Moorpark, CA
4/6-7	Plymouth, CA
4/21	Washington, IN
4/28	Buchanan, MI
5/5	Morgantown, WV
5/19	Hamersville, OH
5/25	Wagaman, LA
6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
8/11	Delta, OH
8/18	Mexico, NY
8/25	Hillsboro, OH

AMA 125cc National Motocross Series

4/6	Plymouth, CA
6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
7/28	World Cup Event Springville, NY

1974 B.R.A. Baja Championship Series

5/18	Hotel Lucerna 250
8/24	Baja 300
10/12	9th Laguna Salada 200
12/28	10th Laguna Salada 200
12/29	Payoff of Champions

TransAtlantic Trophy Road Races (Anglo-American Match Races

4/12	Brands Hatch
4/14	Mallory Park
4/15	Oulton Park

1974 Inter-AMA Motocross

6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
7/28	Springville, NY

1974 AFM Road Race Schedule

3/17	Ontario
4/14	Ontario
5/12	Ontario
6/2	Ontario
7/21	Riverside
8/11	Ontario
9/8	Ontario
10/20	Riverside
11/10	Ontario
12/8	Riverside

1974 International Calendar

500cc MX

4/21	Austria
5/5	France
5/26	Italy
6/3	Denmark
6/9	Czechoslavakia
6/16	W. Germany
7/7	Gr. Britain
7/14	U.S.A.
7/28	Holland
8/4	Belgium
8/11	Luxembourg

250cc MX

4/7	Spain
4/21	Italy
5/5	Czechoslavakia
5/12	Poland
5/19	Yugoslavia
6/2	Britain
6/9	W. Germany
6/16	Holland
8/4	Finland
8/11	Sweden
8/25	Switzerland

125cc MX

4/14	Italy
4/21	France
4/28	Switzerland
5/1	W. Germany
5/19	Belgium
5/23	Holland
5/26	Sweden
6/2	Finland
6/9	Yugoslavia
6/16	Poland
6/23	Austria
6/30	Czechoslavakia
7/14	Spain
7/28	U.S.A.
8/26	Britain

Trials

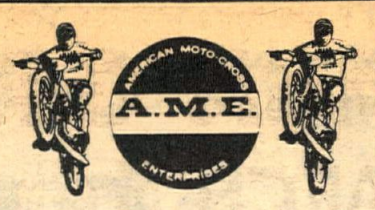
2/24	Belgium
3/3	Spain
3/16	Britain
4/28	France
5/5	Italy
5/18-19	Poland
6/2	W. Germany
8/18	Finland
8/25	Sweden
9/22	Czechoslavakia
9/29	Switzerland

FIM Formula 750

4/7	Italy
5/26	Spain
7/21	Sweden
7/31	Finland
8/10-11	Britain
9/29	W. Germany
10/6	U.S.A.

Road Racing

4/21	France
4/27-28	W. Germany
5/5	Austria
5/19	Italy
6/1-7	Isle of Man
6/29	Holland
7/7	Belgium
7/20-21	Sweden
7/27-28	Finland
8/25	Czechoslavakia
9/8	Yugoslavia
9/22	Spain

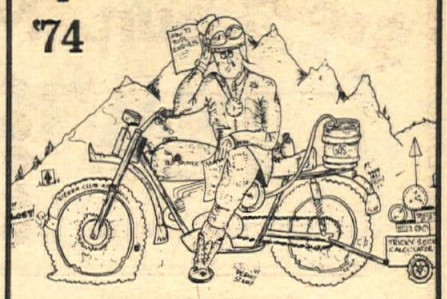


SUNDAY MX EVENTS
Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff

Schedule of Coming Events
MARCH
3 — Vly. Cycle Pk. (no race)
10 — Indian Dunes
17 — Vly. Cycle Pk.
24 — Rawhide

SILENCERS REQUIRED. Sportsman classes $5. mail, $10 post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

3rd Annual
Red Garter Enduro
April 13, '74



125 mile national
Saturday event.
Start downtown Ventacopa
1st riders out — 7:00 a.m.

Entry: $7.50 per rider
Team: $1.00 per rider!
Use any entry blank with 2 S.A.S.E.
Mail to: Dirt Diggers M.C.
2173 Cresent Ave., Montrose, CA 91020
Info: 213/772-0065
HURRY! Limit 500 riders.

Hero badges for finishers.
Drawing: 8:30 p.m., April 3rd
Cliff House, 15175 Pac. Coast Hwy., Malibu
Spark Arrestors Req'd!
3 riders per minute

DRA Desert Racing Assoc. Presents
EUROPEAN SCRAMBLES
Beg., Nov., Am., Ex.
March 3
20% Trophies — Finisher Pins
DRA Points — Sign Up Sat. & Sun. a.m.
Start: Beg-45-1hr.
0-200 8 a.m., 250-up 9 a.m.
Nov-1-1¼ hr, 10:15
Am-Ex 1¼ hr, 11:30
Limed from Lucerne to
Soggy Dry Lake area.
$60 to 1st Ex, $40 to 1st Am,
$20 to 1st Nov.
S.C.A.T. Radio — 4-wheel
Ambulance, Catering, Photos
714/373-4647

AMC
RACE SCHEDULE
Mar. 3— OCIR
Mar. 10 — Saddleback
Mar. 17 — OCIR
Mar. 24 — Saddleback
INFO. 714-832-4555

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

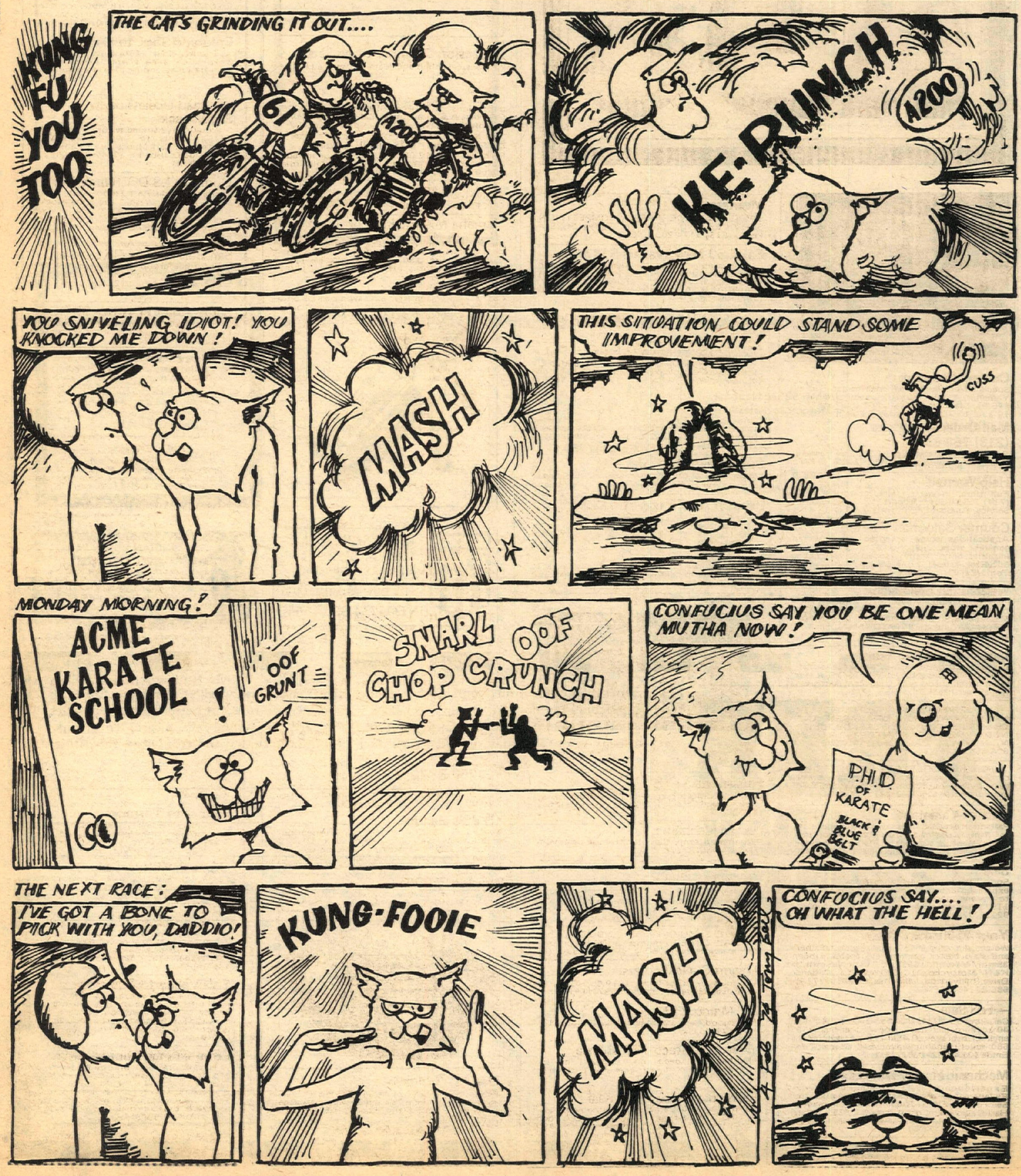
Additional information _____

Your name _____ Number to call for info *(with area code)* _____

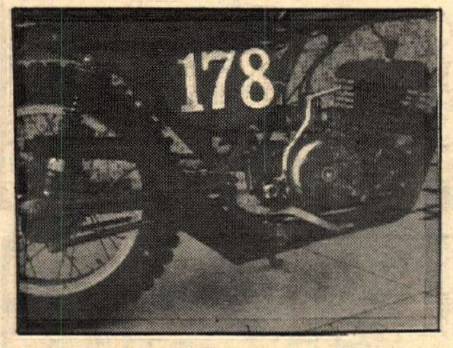
the continuing adventures of

Motocross Cat

© Tony Bell



WANT ADS



Custom Chambers
Specialist in down pipes for Hondas, Suzukis, Yamahas, DKWs, Monarks. Any size engine, $46.95. Stage 1 porting, any 2-stroke, $45.00. 10 a.m. to 7 p.m. Monday through Saturday.
Mail Order Anywhere.
(213) 768-6970
Revell's Two Stroke Ltd., 8135 San Fernando Road, Sun Valley California 91352. (6/TFN)

Help Wanted
Full time, in parts, sales, and office. Call (714) 533-1309. Robert M. Law, Sales & Service, Anaheim, California. (7/3x)

Counter-Salesman Wanted
Applications being accepted for sales and general store help. Mature and serious inquiries only. Apply: House of Handlebars, 801 East Artesia, Long Beach, California. See Tom. (7/TFN)

Wanted H.D. Mechanic
Harley Davidson West is expanding its facilities and needs 2 **EXPERIENCED MECHANICS, 1 MACHINIST, 1 TRAINING MECHANIC** and 1 **PARTSMAN.** Call for appointment (213) 391-0581. (7/TFN)

Land — Fantastic Price
Lease to motorcycle clubs while the lake fills. 182 acres near Castaic. Owner sacrifice at less than half cost of adjacent property. Royalcrest (213) 882-1356. (7/2x)

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX N, MOJAVE, CA. 93501. PHONE (805) 824-4541. (TFN)

1966 BRIDGESTONE STREET BIKE converted to road racer. Two engines — street gear in new condition, basket case. $125.00 or best offer. (415) 447-2415. (7/4x)

Husky — Yamaha
Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Sale
Sonic Waves is selling 250cc CZ alum. expansion chamber for $45.00 until March 5, to anyone mentioning this ad. Bill Shonnard, 11575 Sorrento Valley Rd., San Diego, CA. 92121. (7/2x)

Your 450 Husky Slow?
We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), $165.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

— For Sale —
Cal Rayborn's 1974 Window Van, $3900.00. 40 gallon gas tank, power steering, 350 engine, disc brakes, Radial tires, odometer — 680 miles. Financing available. Contact: Don Emde (213) 474-2203. (7/2x)

Mechanic Harley-Davidson
Experienced H-D mechanic opening. Excellent pay and benefits for the right man. See or call Ed Russell, service manager, Harley-Davidson, Los Angeles, 2531 South Main Street, Los Angeles, Ca. (213) 749-6235. (46/TFN)

360 Husky
Very fast, $375.00. (213) 899-0023. (8)

Montesa
SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

$187.50 New Trailers $187.50
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 lbs. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Ave., No. Hollywood, Calif. (22/TFN-E.O.I.)

1970 HODAKA, new Dunlop tires, lights, many extras, $290.00. (213) 376-6623. (7/3x)

'72, 125cc Bultaco & Extras
Pursang; new Konis, top end, dependable, xlnt. cond., lots of extras. Must sell, $500 or best offer. After 4 p.m., Al (213) AT 1-5505. (7/2x)

Bargain Camera With Acc.
Minolta 16 M.G. with flash, ultra-violet screen, cases, excellent cond. $160 new — asking $75. Call (213) 433-4829 after 5 p.m. (6/TFN)

Speedway Bike For Sale
Super, 22", chrome, perf. cond. Quick sale. (714) 638-9713. (7/2x)

Become An Expert For $3.50
The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. Send $3.50. (35/TFN)

Victor Parts Wanted
Ceriani forks or similar, 21" wheel. (213) 792-5711. (7/2x)

LOOKING FOR PIPES BY

BOB BAILEY'S

Two and four stroke pipes. Also silencers. Call Bob at: (213) 679-0559. 15209 Gravillea Avenue, Lawndale, California 90260.

Husqvarna
Guy Louis Motorcycles, 118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1359. (TFN)

Honda Mechanic
Experienced only. Call John for appointment (714) 842-5531. (7/2x)

DUNE BUGGY, VW engine, must see. (213) 559-4551. (8)

'72 YAMAHA 100 MX. PLASTIC TANK, fenders, Konis, pipe, bored, ported, $350. '72 CZ 125, ported, reed valve, 32 Mikuni, new tire, pipe, $400. (213) 365-3040. (8)

1971 SUZUKI 90cc ENDURO, 250 ACTUAL MILES, enduro stuff, never off, wife lost interest, $250. (714) 649-2586. (8)

Aragon Cycle Trailers
1-6 bikes — kits from $119.95. Guns & antiques in trade. (213) 359-4597. (TFN)

'71' Maico 250
Looks good, see to appreciate, $600.00. (714) 794-1771. (5/3x)

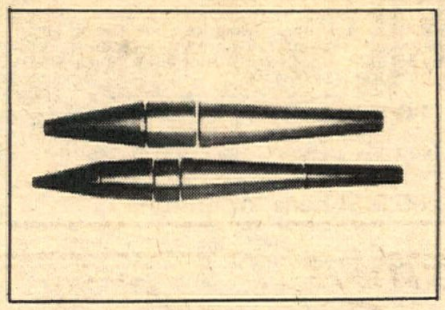
New '73 Bultaco 350 Sherpa
Bike has only been run exactly 1 hr. by arthritic 29 yr. X desert racer. Not 1 scratch. (213) 276-9736. (7/8x)

New Road Racers For Sale
Brand new 350 Yamaha, water-cooled. New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare parts — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (8/TNF)

1971¾ CZ 250, immaculate condition, stone reliable, extras, NEVER RACED, $575.00. (213) 785-3362. (8)

'72 Suzuki TM 400
Sharp, reliable, many extras. Must sell, $400 or best offer. (213) 791-1366. (8)

'73 Yamaha 100 MX
Ex. cond., skid plate, 2 tanks, 350x18 rear, Uni filter, $395.00/make offer. (714) 871-7190. (8)



Expansion Chamber Cone Sets
20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quanitity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

Bridgestone Parts—Mail Order
Parts manual, $2.00. P.J.'s, 1313 Sepulveda Boulevard, Manhattan Beach, California 90266. (213) 545-0051. (8/TFN)

'71 BULTACO 250 Pursang, low mileage, excellent condition, clean, fast, $525.00. (213) 322-5345. (8/3x)

Yamaha MX Engine For Sale
'71¾, 250 MX engine, new barrel, head, piston, $125.00. Also C.D.I. ignition for 250 or 125 MX, $80.00. 21" front wheel, alloy with hub & tire, $80. '73, 125 MX gas tank, $30. 250 MX forks, $65. (213) 325-2471. (8)

'72 Montesa
250 MX, P/P fenders, ext. swingarm; Konis and Honda seals, new paint, titanium bars, and more, $600.00. (714) 528-0177. (8)

'73 HUSKY 450 C.R., xlnt. cond. Must sell, $1000.00. (213) 357-4739. (8)

'72 CZ 250, $450 or ?
Akronts, plastic tank, Filtron, skid plate, P.P.s. I need cash now. HELP. (213) 677-5974. (8)

TWO — YAMAHA 125cc MX's — READY TO RACE. Extra barrels, head, wheels, tires, tanks, ex-chambers, cases, pistons, mag, trans., cables, levers, rings, spec. shop tools, manuals. Also Pirelli tires, Barnes wheel, gearing & much more. Consider trade. (714) 530-3812. (8)

'72½ Bultaco Pursang 125
Excellent condition, fast, reliable, never raced, $375. (213) 257-6007. (8)

'71, 250 Husky
Excellent condition, clean, dependable. Never raced, $550. 4x8 box trailer, good tires, $150. Bates leathers, $30. Sleeves, $10. '64 Chev. ¾ P/UP w/camper, clean, new tires, $1500. (213) 564-9477. (8)

Racing Numbers & Letters
At a bargain! 6" self-stick numbers — black or white, $.15 ea. — 1½" letters, $.10 ea. (213) 943-7693. (8)

Late '73 Bul. 350 Pursang
Only ridden 5 times, never raced, xtras. A super cow-trailer for $825.00. (415) 284-9780. (8)

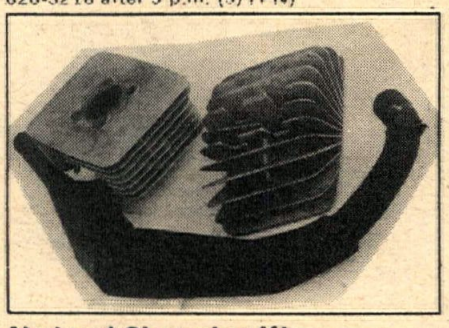
Norton 750 Flattracker
Trackmaster, R&W wheels, disc brake, Jerry Branch head, special rods, A.R.D. mag, ½ Mile, Mile, and T.T. pipes, Dunstall cam and pistons, extra carbs. $1200.00. (214) 247-9889. (8)

"71" YAMAHA 90 M.X. PETTY FENDERS, knobbies, 19" front, down & up pipes, compression release, Uni levers, fresh paint, fork brace, M.X. pegs. Great first bike. (213) 636-5808. (8)

'72, 250 & '70, 90 Yamaha
250 enduro, dirt only, many extras, $525.00 firm. 90 enduro, dirt only, lights in box, $250.00 firm. (213) 860-5768. (8)

XR 75's Handle
With our "CSCE" type rear suspension modification. We can give you up to 4¾" of useful travel. Competition developed and proven to work. CUSTOM SERVICES CYCLE ENGINEERS (213) 678-4084. (8/2x)

Honda MT-250
Set up for desert. $700.00. Call (714) 626-3218 after 5 p.m. (5/TFN)



National Champion Kits
Penton, D.K.W., Zundapp, Monark. Ours really work — the most unique racers package available — $105.00 (125cc). $115 (250cc). (213) 530-4656.
"Flying Machine Factory"
1418 W. 259th St., Harbor City, Calif. Franchises available — dealer & distributor inquiries now being taken. (47/TFN)

Route Check

Fontana to Daytona Beach
Leaving for the road races March 2nd. Have room for 3 bikes plus tools. Contact Bob after 5:00 p.m. before Feb. 25th. (714) 822-6437. (6/3x)

So. Calif. to Daytona Beach
Leaving around Feb. 25th. Have a 2-ton truck. Room for 3 riders & bikes. Or, display for show. Contact Jim Berry for further info. (714) 831-2720. (6/3x)

S.G. Valley to D.R.A. desert
It's no fun to race alone! Small group now forming to race D.R.A. desert races. Share riders. etc. No dues or meetings. Glade (213) 333-8088. (6/4x)

Orange County to Daytona*
Leave Fri., March 1, arrive at Daytona on 6th, stay till 10th. Return 14th. I have '73 Chevy. Van, 18 MPG, room for 1 bike and 1 or 2 people. Share gas and driving. Al at (714) 534-0503. (6/3x)

Colorado Spgs. to Nationals
Enduro rider (250 Husky), new in Colorado area/share expenses to local/national enduros — weekend trail riding —only serious enduro riders please (303) 597-4203. Don. (6/4x)

Carlsbad-Oceanside to Saddleback
Looking for someone (or 2) who rides C.M.C. events to share expenses to Saddleback Park twice a month from Oceanside-Carlsbad. (714) 729-0277. Bob. (6/4x)

Going to I.S.D.T. Qualifiers
Plan to ride Fort Hood (March 31); also Oregon, Wash. and Shamrocks' Qualifiers. Have room in van for two more bikes & riders. Arrangments flexible. Also D-37 enduros. John (213) 881-1467. (8/4x)

San Ber.—DRA—Riverside
Informal group to get together for DRA events. Share rides, pits, etc. LaVern Garton (213) 884-7391 evenings. (8/3x)

Santa Ana to District 37 Rcs.
Prairie Dogs M.C. Leave early Sunday, return Sunday — share ride & expenses. (714) 838-5694. (8/4x)

Downey to Baja
Tex. couple working temporary in Downey. Taking a week off the end of March to see part of the Baja. Fishing, cowtrailing & being tourists. We ride double on a 125SL. Need to find bikers with camper going to the Baja. Will split expenses. Call Butch or Tim (213) 923-6342. (8/2x)

Orange City Area to Baja Mex.
In my Chevy van on weekends. Need one dependable bike and biker that can stand 300-600 miles fun rides with same. Bruce (714) 638-2611. (8/4x)

Riverside to DRA Races
Room for 1 rider and bike to DRA events. If you are rider but no bike, I have one. I leave early—return early. Roger (714) 687-4756. (8/2x)

Santa Monica to Ontario
Need trailer — van space to share with others who run in AFM & CMC road races. Will share expenses. Hermin (213) 828-2414 bet. 8 a.m.-10 a.m. or 2 p.m.-4 p.m. weekdays. (8/4x)

Yorba Linda to Desert
Have Datsun P.U. and race twice a month (desert) D-37. Member of Jesters M.C. Cow trail on open Sundays. Richard (714) 528-2890. (8/3x)

No. Hollywood to CMC events!
Saddleback & Carlsbad. Every weekend. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760.

Going to Trans-AMA Motocross
No. Hollywood to Livermore on 5-5-74 and Santa Maria on 4-14-74. Phoenix on 3-24-74. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760.

Sylmar to Torrance
Monday-Friday. Leave Sylmar 6:15 a.m. arrive Torrance 7:15 a.m. Leave Torrance 4:00 p.m., arrive Sylmar 5:00 p.m. Cheri (213) 367-1722.

Granada Hills to Dunes
Hi, I'm Bill. I have Yamaha 125 & Ford truck. I go to the Dunes every Sat. or Sun. I've got room for 2 bikes and riders. Fly me. (213) 363-1264.

Long Beach to Los Angeles
Mon. thru Friday. Leave my place at 7 a.m., go back around San Diego & 405 fwys. to Santa Monica & Harbor fwys. LA Trade-Tech College. Kevin (213) 431-6996.

S.F. Valley to Enduros
I have a super van, a 250 Husky, and I ride lots of enduros. I'm looking for people to share a riding number, a ride, or gas. I ride an occasional G.P. and desert race too...for fun. John (213) 880-5011.

From Orange County Area
Have room for 1 bike and rider, from the Orange County area, to the Mojave twice a month. Desert race and/or cow-trail. Leave Fri. or Sat. and return Sun. evening. Split expenses. Female preferred by not mandatory. Ha. Call Bill (714) 559-3968 days.

Don't forget, Route Check is FREE!

WANT ADS

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

Partsman or Partswomen
Large parts department handling automobile and motorcycle parts. Excellent working condition. Medical and life benefits, paid vacation, full-time. Contact Ron Jackson, Honda Santa Ana, 301 West Warner, Santa Ana, Ca. 92707. (6/3x)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

'73½, 360 YZ
Asking $1695.00. 3 mo. old. Jim Fouts, 1550 2nd Ave., Gold Hill, Ore. 97525. (503) 855-7209. (7/2x)

— For Sale —
Cal Rayborn's 1973 Chevy Van, $3300.00. 350 engine — ¾ ton. Air-condition, paneling, new tires, built-in bunk, extra gas tank, 14-15 miles per gallon, odometer — 10,000 miles, headers. Financing available. Contact: Don Emde (213) 474-2203. (7/2x)

Soboba GP Photos
Call or write if your number appears: (714) 882-8970. M. L. Wilson, 5695 Mayfield, San Bernardino, Calif. 92407. 1-4, 8, 20, 30, 34, 43-46, 53, 60, 102-115, 121-129, 134, 145, 165, 201, 232, 251, 254, 340, 373, 394-404, 418, 433, 444, 450, 462, 467, 526. (8)

—Super Rat — Hodaka
Reeds — ported — rebuilt eng. — desert ready, $225.00. Call, after 4:00 p.m. (213) 579-4055. (8)

YAMAHA 125 MX cylinder, just bored, xInt., $20. (213) 591-5321. (8)

'72 DKW 125 — PORTED AND POLISHED, Koba shift kit, plastic PMC tank, Petty fenders, 3 pipes, super fast, $500.00. (714) 962-7880. (8)

250 PENTON KTM: PERFECT CONDITION, Koni's and 5 in. Curnutts. Two gas tanks, Filtron, 2 back tires, $1200. (714) 960-1243. (8)

'73 CZ 400
Femsatronic ignition, Akront, Mikuni carb., Buchanan spokes, Curnutt shocks, plastic tank, new tires. (213) 889-0194. (8)

1972 Suzuki TS250
Akront 21", new knobbies, reworked forks, Torque pipe, quick and very dependable, xInt. condition. $575.00, many extras. (213) 293-3961 or (213) 291-2755. (8)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

'73 (LATE) HUSKY 450 WR. Konis, Maguras, Filtron, skid plate, Honda seals, Cheng Shins — ridden little. $1150.00. Bill Bassett at (714) 559-3968 or 544-6350. (8)

250 Husky, $480
'68 with plastic tank, fenders & plates. Nylon cables, alum. bars, Akronts, Trelleborg, etc. I have all receipts! Completely rebuilt. Will trade bike + cash for 400cc bike. Eves. (213) 994-3008. (8)

380 Desert CZ
New top and bottom end. Other trick stuff. $500.00 CHEAP. Call (714) 492-1995. (4/TFN)

200 MM Lens for Minolta
Like new Soligar 200 mm lens fits Minolta SRT series. Perfect shape, no dings, no defects. Excello shape. Only $50. Call John (714) 521-2813 M-W-F, after 6 p.m. (7/TFN)

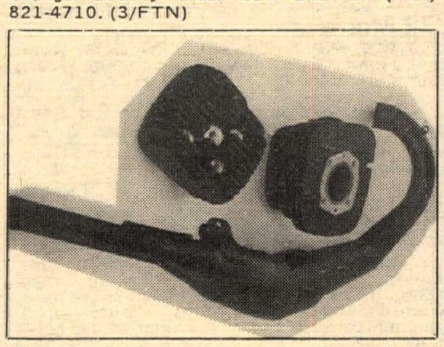
'73 DKW Hornet, like new, 1 PP race, $575. (213) 596-3691. (6/3x)

Bultaco
Guy Louis Motorcycles, 1118 E. Wardlow Rd., Long Beach, California 90806. (213) 426-1358. (TFN)

Finisher Pins
We will reproduce any emblem, any size and shape. Cast pins with gold or silver plating, bright color fill. 3 weeks delivery. ACSCO Products, Inc., 313 North Lake St., Burbank, CA. 91502 or call: (213) 849-5776. (8/2x)

'71¾ PENTON 125, fast and clean, $500 or offer. (213) 559-4551. (8/2x)

Reward
Wanted experienced Honda/Kawasaki mechanic. Also experienced parts counter person. Top pay, paid insurance, paid holidays, incentive program for mechanic. Orange County area. Call Bob at (714) 821-4710. (3/FTN)



Super Honda Power!!!
Motocross, desert, trail — Ours really work. The most unique racers package available — $105.00 (125cc). $115.00 (250cc). (213) 530-4656.

"Flying Machine Factory"
1418 W. 259th St., Harbor City, Calif. Franchises available — dealer & distributor. Inquiries now being taken. (47/TFN)

Help Wanted
Honda mechanic, top pay for good man. Lots of work. (213) 278-5211. (8)

'73 Husky 400CR
Top cond. Shown by appointment, $1200. (213) 394-4591. (8/3x)

Wanted Ossa Gas Tank
Pioneer or S.D.R., 1970 or later factory original tank only, good condition, reasonable price. (213) 398-3722 or 870-3188, after 6 (213) 393-1097. (8)

Club Jewelry
Your club logo accurately duplicated on tie tacs, cuff links, lapel pins, key chains, and blazer buttons. Gold or silver plated. Call or write for details. ACSCO Products, 313 North Lake Street, Burbank, California 91502. (213) 849-5776. (8/2x)

Going Sailing
So this is a good time for you to save with a 360 Husky enduro. Valerian's Mikuni kit, new Arnacos, 3.6 gal. tank, plastic fenders, licensed for street. Ride it to work weekdays and trophy the Open class on weekends. Call (714) 548-7618 for today's low price. (2/TFN)

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Orange County Honda, 1630 West Chapman. Orange, California. Call (714) 633-7344. (7/2x)

1973 BULTACO 250 Pursang, clean, fast, extras, $695. Art (213) 883-6709. (7/3x)

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Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

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For info leading to arrest and conviction for 7 stolen motorcycles. 400 Husky MK08228, 400 Husky MK04041, 450 Husky MK03571, 250 Husky MK05602, 250 Husky MK05623, Kawasaki KX 250 901096, Kawasaki 250 Prototype 90134. (707) 263-6850. (7/2x)

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Must sell, TZ350, Dunlops, Ferodos, undercut gears. Excellent shape, gearing and some spares included, $1800. (714) 892-5836 or (213) 430-7458. (8)

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'73 MONARK 125, hardly ridden, original tires, like new, $600.00. (213) 698-3096. (8)

WANTED Maico frame. Maico frame, forks, wheels, CLEAN. (916) 284-7031. (8/4x)

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Konis, Mikuni, plastic tank & fenders, and more. Excellent cond. Must sell, no reasonable offer refused. (213) 373-3193. (8)

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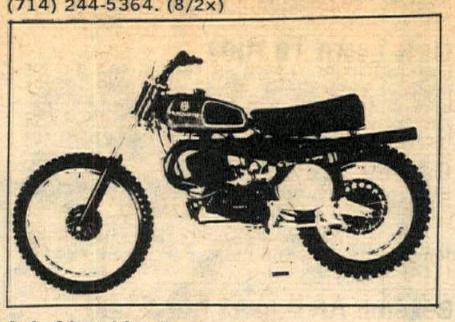
Hauling your trailer, camper equipment to the desert. Fenced storage yard at the outpost on Hwy. 15 and 395 south of Victorville. Monthly, only $15.00. Open 24 hours. Phone (714) 244-5364. (8/2x)



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Must sell '69 Husky, $525 or best offer. (714) 628-2535. (8)

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Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

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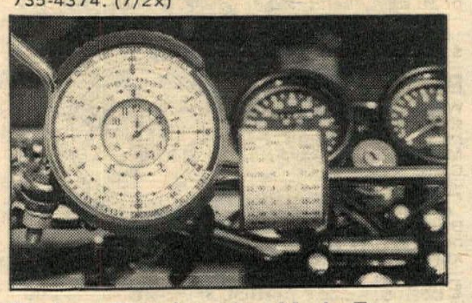
1973 Husky 125, Suzuki 125, Honda Mini and bike Trailer, helmets and other extras for sports or late model economy car. (714) 735-4374. (7/2x)



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Ceriani forks for '73 Yamaha MX complete. '71, 400 Husqvarna, new engine and trans. Must sell — best offer. (714) 244-5352. (8)

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should not be used to tell how fine my '73 Maico 400 is. Come and see it instead. Also 3 rail, large wheel trailer, $150. (714) 956-7156. (8)

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Ex. cond., 2000 mi., Curnutts, Mikuni, Torque pipe, Stiletto crown, new tires. Plus set shop tools and manuals, $500.00. 7-9 p.m. (714) 897-4601. (8)

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Showroom condition. Bought '73, rode twice, xtras, super clean! $560.00. (213) 691-4838. (8)

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'72 Husky, O/R sticker, trail ridden only, runs great, $795. (213) 899-0710. (8)

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'72 Rickman & TM 250
Rickman-Zundapp Grand Prix bought new in '73. Ridden less than 12 hours. Never raced, never crashed, brand new, $500.00. Suzuki mod. frame & front end, Curnutts, skid plate, fresh engine, $475.00. (213) 695-0119. (8)

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'72 Yamaha 360 Enduro, good condition, 38 Mikuni, ported, knobbies, chamber, Radial head, many other xtras. Also stock equipment, $750.00. Ask for Mike (213) 293-9603. (8)

125 MX, YAMAHA '73. Fast and dependable, excellent condition, new knobbies, $475. Call Rob after 3:30 week day or all day wkend. (213) 679-7746. (8)

YAMAHA 250 enduro, new, running gear, $360 or offer. (213) 773-1420. (8/2x)

Business Opportunity
Well established competition oriented M/C shop. Maico, Penton and CZ, located in rapidly expanding area. Send inquiries to: M/C Shop, 5521 Florinda Avenue, Arcadia, CA. 91006. (8)

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Blueprinted, balanced, Honda seals, Konis, new rear Akront and seat cover. Super fast — xlnt. cond. $875 or ? (213) 886-4835. (8)

Elsinore 250 Enduro, 1973¾
Like new, $775. 350 miles, must sell — Long Beach (213) 431-6616. (8)

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Both have Mikunis, pipe, shop pipes, DID & Akronts, plastic accessories. '73 has Profab frame & more. Must sell, '72, $525. '73, $825 or offer. (714) 534-7937. (8)

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Immaculate '73, 125 Penton. Akronts, Konis, E.C. pipe, new piston, Andre bars, carefully maintained. Not ridden since August 30. Strong running & reliable, $550.00. Nights (213) 766-2752. (8/2x)

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1970, 250cc Husqvarna, '74 tank & fenders. Looks brand new, $400. (714) 646-5472. (8)

'72 Honda SL70, Race Ready
Front & rear Petty's, rear knobby, racing cam & pipe, 22mm carb. Plus more, like new. Must sell this week, $250.00. Ray (213) 639-2686. (8)

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If you bought a pipe for your 100 MX I will pay reasonable price for stock. Ak for Luis (714) 636-5581. (8)

'73 Ossa Tracker
250cc set-up for track racing, very quick, show bike appearance, countless extras. Must sell, best offer. (714) 547-2458. (8)

'73, 250 Elsinore, $975.00 Stock
One of the first Hondas made. Will bargain on price. (213) 447-4192. (8)

PENTON 125 PREPARED FOR BAJA, Mint, SCORE or desert races. Never raced, sell complete or parts. Trick parts and modifications. Motocross parts also. (714) 735-0901. (8)

'71 Yamaha 250 MX
Excellent condition, many extras, reliable, $400. (213) 631-3077. (8)

Wanted: Sidecar Outfit
A cheap ol' Good'un or a good ol' cheap 'un. Funky British Single, old BMW, or what have you?? Don't mind if it needs a little work; must be EL CHEAPO GRANDE!! (213) 439-8239. (8/TFN)

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Why pay over $1000 for a 6 speed-B engined Penton when you can have my super cherry for $500 — E.C. pipe, Koba shift kit, stock, fast, reliable engine. Hardly ridden — original tires! (714) 595-3239. Pomona (8)

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Ported, E.C. Birt pipe, plastic tank, fenders, all extras. Dyno test, 17 H.P. to rear wheel. 1-(213) 762-0267. (8)

'71, 250 Montesa Cappra
Super fast & dependable, looks trick, MX-desert, extras. Too many bikes, must go. $435.00 or best offer. (213) 443-2300. (8)

'72, 400 CZ. BOUGHT IN '73, ridden 7 times — excellent condition, Mikuni, fenders, tools. Sacrifice at an unbelievable $625 or best. (213) 444-6763. (8)

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Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

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4 Rail Motorcycle Trailer
Full size tires, shocks, chrome rims, 2 spares, $150.00. (213) 835-5597. (8)

'71 CZ Desert Master
Curnutts, bash plate, 350x21, Akront, new 1st over piston, top end, perfect cond., $575 or trade for street/enduro bike. (213) 424-2583. (8)

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BSA 500cc Rickman engine. Still in frame & running, $250.00. Call (213) 633-4092. (8)

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Electronic ignition, Mikuni, Bassani pipe, plastic tank and fenders, new tires, other extras, runs good. $650.00. (213) 549-1427. (8)

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Excellent condition, pipe tuned to bike, raced in 125cc Grand Prix, trophied. Megaphone, plastic front fender, waterproof spark plug cap, fast, make offer. (213) 454-1185. (8)

'73¾ Bultaco Alpina 175
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'70 MAICO 250cc, xlnt. cond., fresh trans., Mikuni, fast, $499. (213) 838-6041. (8)

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All stock and beautiful. First kick starter and fast. Home (213) 837-2673, work (213) 277-4556. (8/2x)

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Bizarre collection of sprockets for sale, cheap. Fits Ossa, Yamaha, even Tri. & H-D. Also all kinds overlay sprockets. El Cheapo Grande, Housecleaning. (213) 439-8239. (8/TFN)

'72¾ Monark 125
Ported, plastic tank, Petty's, Suzuki pipe, new G.P. swingarm, fast! Xlnt. cond. Bought 11/72, ridden once since 3/73. Must sell! $550.00. (213) 761-3135. (8)

'73 Penton 125
Ported by Mettco, D.I.D.'s & X4 spokes F&R, Koni's, Rahm fenders & side panels, both big & small stock tanks, modified pipe. Fast! Xlnt. cond., $700.00. (213) 761-3135. (8)

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Very clean, auto trans., power steering, Radial tires, $2600.00 or trade for medium size street bike plus cash. (805) 498-5047. (8)

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"73¾" TM 125, Dyno tuned, Arnaco shocks, Filtron, exlnt. cond. A girl owns it, hardly ever rode, bought a horse. Ask for Cindy (213) 863-8945. $595 firm. (8)

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Heavy duty mags & 14" tires, $175.00 or best offer. Also 4 new tires, 6 ply, 6.00x14, $100.00. (714) 546-7638. (8)

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Chromed with Konis & custom seat — for 250 or 360 Yamaha, $200. Also 250 Yamaha low pipe, $15. After 5:00 (213) 867-5282. (8)

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Extras, very quick. Must sell this week! Make reasonable offer over $600.00. Will consider any previous offers made on this bike. (213) 378-9698. (8)

'72¾ TM 400
Super ported, swingarm, Filtrons, Konis and Curnutts, desert tank, Preston Pettys, new tires, new top end, Moto-X tank, $600.00. Evenings (213) 964-3690. (8)

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'67 Conv. for one of the following: Yam 500, Radial Maico, 450 Husky, CZ 400, Yam. 360 MX or ? (213) 283-9866. (8)

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1974 tags, good tires, extra storage space, leaf springs, shocks, spare tire, $75.00. Call evenings (714) 688-6043. (8/2x)

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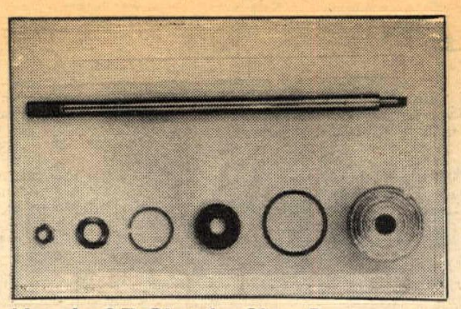

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1974 Bultaco Pursang 250
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'73¾, 125 Penton
Mettco porting, Akronts, pipe, fender. Plus many extras, $750.00 or best offer. Ask for Bob (213) 339-1769. (8)

Yamaha 125 MX — Must Sell!
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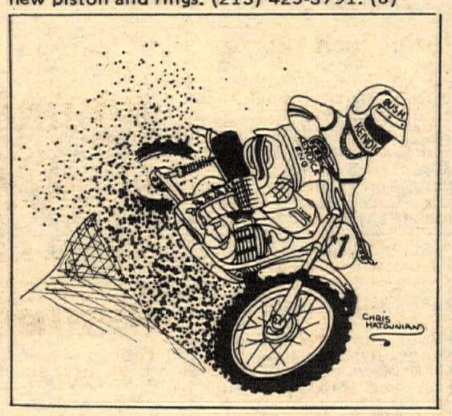

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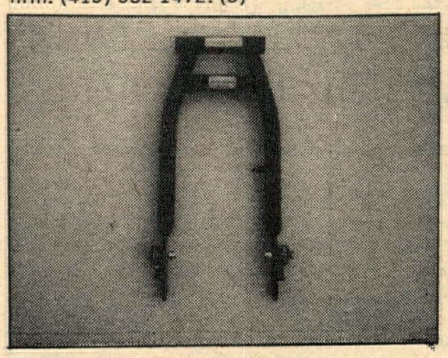

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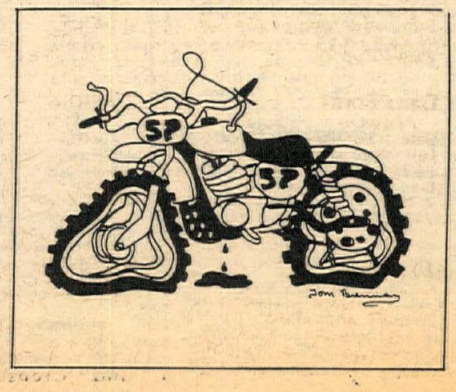

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